

The Motor Cycle

3 JULY 1958 NINEPENCE

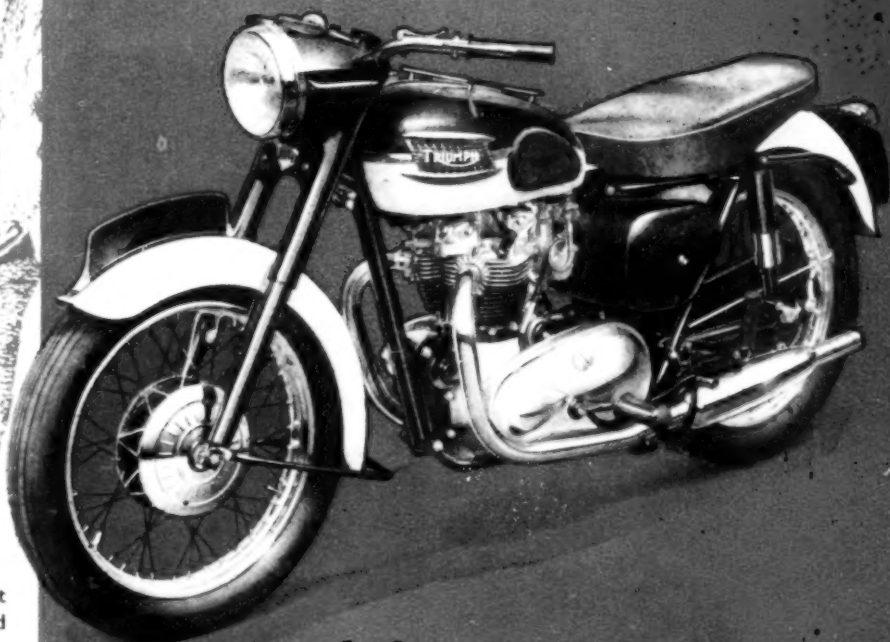
# THE MOTOR CYCLE

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Tiger 110 offers the highest performance of any standard production type motorcycle, retains the familiar Triumph characteristics, of silence, stability and ease of control

a.h.v. twin : 40 B.H.P. : Alloy cylinder head :  
Paints : Silver Grey Black finish or Two Tone  
Ivory Black (optional extra)

TRIUMPH ENGINEERING CO. LTD.  
COVENTRY

## TRIUMPH TIGER 110





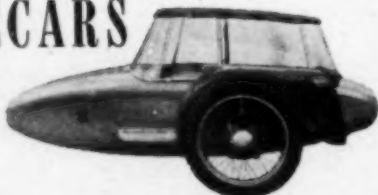
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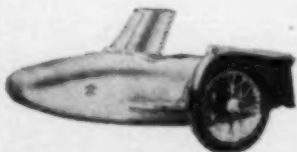
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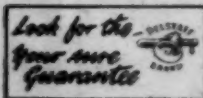
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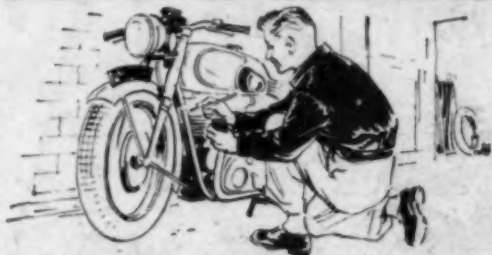
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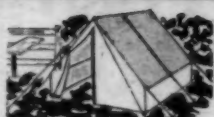
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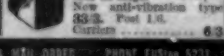
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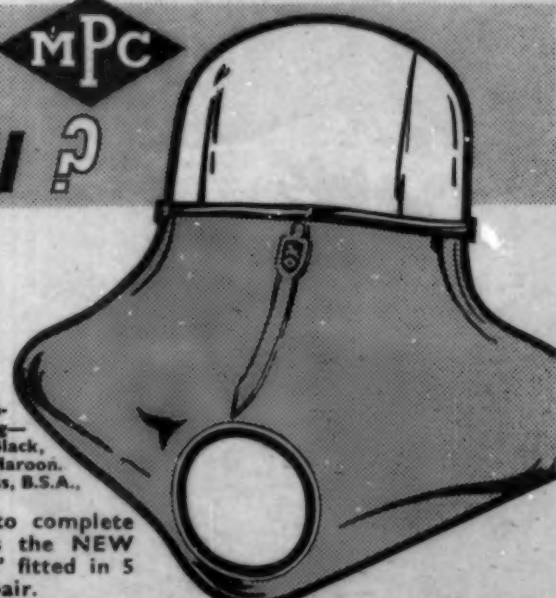
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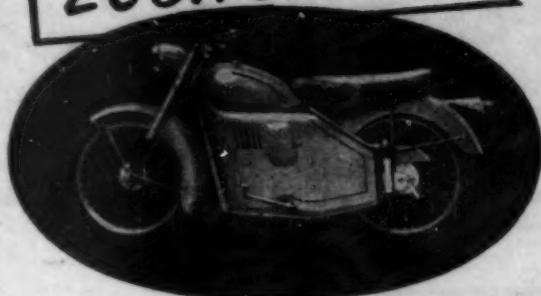
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# THE MOTOR CYCLE

VOLUME 101 NUMBER 2681

Largest Net Sale in the World

THURSDAY  
3 July 1958

Editor  
HARRY LOUIS

Assistant Editor  
GEORGE WILSON

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A picture that captures all the thrill of moto-cross. Here, in Italy, are Lars Gustafsson (Monark), Sweden, and Alfred Hülsmann (Maico), Germany. Gustafsson rides in the Moto-Cross Grand Prix of Great Britain at Hawkstone Park on Sunday

## Slow Motion

CAN policy decisions on the control of motor-cycle sport be taken quickly? Apparently not, according to that great authority, Major T. W. Loughborough, whose comments are published on page 11. Democratic machinery, he suggests, takes time to operate properly. Everyone with experience of administration stemming from committee deliberations, whether at club, centre, national or international level, would agree that broad generalization. But everyone would not agree on the length of time—and it is very much to the point to raise that question now.

As far back as January 1957 the Auto-Cycle Union called together a party of journalists to taste opinion on how the Union could broaden its activities to attract clubs for riders of scooters. The subject had, of course, been under consideration by A.C.U. officials for some time before then. During the past 18 months numerous meetings have been held and a working party has submitted a report to be considered by scooter club representatives on July 26. Even if the proposals are accepted, almost two years will have elapsed since the A.C.U. machinery started to grind. Meanwhile, many scooter clubs have already been formed into groups because their officers had become exasperated over the lengthy A.C.U. deliberations. Obviously it is highly desirable for all clubs to be represented by one body only. If that ideal is not achieved then the A.C.U., by its tardiness, must accept at least some of the blame.

## Care at the Bench

TWO serious and totally unnecessary accidents, neither of which happened on the road, have been brought to our notice. Both occurred in enthusiasts' workshops when files were being used in routine overhaul jobs. In the case of the first a youngster was using an ordinary half-round file without a handle and holding it in such a way that when it stuck—when its forward movement was suddenly arrested—the tang injured his right hand. The second accident was even more serious: a hammer was being used to drive a file tang into a hole drilled in a broken-off stud, when a chip flew off the file and into the home-mechanic's eye.

Accidents like that have been going on almost since hand tools came into popular use. In the instances quoted they could both have been avoided had the operators enjoyed the benefit of expert advice or had read a handbook such as *The Motor Cyclist's Workshop*. Hours in the garage can be hours of real pleasure and result in lower maintenance and overhaul costs. But the inexperienced should not take to using bench tools too casually. They demand respect as much as they do a modicum of skill.



# OCCASIONAL COMMENTS

By "IXION"

## What of Tomorrow?

**D**URING the last two or three years a new phrase has become a cliché in the chat between motorists when they meet, though you will hear it in various forms a hundred times on the lips of car owners to every once that it is uttered by a motor cyclist. Can you quote it before I reveal my thought? It runs something like this: "We might just as well have gone by bus or train." In other words, a section of the community suspects that the pleasure has gone out of much car driving. A four-lane highway may be infinitely safer than the dusty brown windings between hedges which were its parents. But the traffic is so fast and so dense that the driver of a car has to keep his wits about him as if he were steering a destroyer being attacked from the air. We two-wheeler folk miss much of the lost beauty of the old roads, now bustling with innumerable signboards which may land us in court if we don't watch them like a cat after a mouse. But on the whole we relish the demands that modern traffic makes on us. We are still game to face any weather and any traffic conditions. Maybe in another 20 years we shall not feel quite so enterprising. But as yet we despise buses and we hate trains. We also never lust for the family type of car, unless we are saddled with the type of girl friend who likes to keep neat and dry all the time, in which case we shall probably fall out with her (and she with us) before we are much older.

## Shibumi

**M**Y crosshead is a Japanese word meaning "quiet good taste," comparable perhaps with the German *gemüthlich*. I print it for the benefit of the many sportsmen's wives whose lives are darkened by the task of keeping innumerable pieces of silverware immaculately polished. To a Japanese gentleman the ownership of many silver articles is important. But he does not allow his wife or servants to polish them, for by Japanese standards excessive brightness would be vulgar and ostentatious. (I owe this information to Capt. E. W. Bush, whose book *Bless Our Ship* contains many such interesting details.)

## Scooter Raves . . .

**T**WO of my more recent queries have brought me long and detailed replies from scooter enthusiasts claiming really authoritative mileages with the new locomotion. Beyond all question, these machines delight their owners. It would be impossible to exaggerate their enthusiasm, the value of which would be exalted if one knew the fellows personally and if one also knew what types of machine they rode in the past—if any? But our fraternity and its supplying industry from now on must take it for granted that large numbers of machines sold will be scooters and that the type will undergo development until it merges with medium-capacity motor cycles evolved with similar aims in view: the tendency towards greater enclosure of motor cycles is rapidly becoming more pronounced. I regard as an acid test one aspect clearly marked in my correspondence. These scooter enthusiasts are not men devoid of critical faculties. They are bold and shrewd critics of the very designs evoking an enthusiasm which could

almost be described as worship. Their combined experience covers most of the better-known scooters. They praise almost every aspect—economy, reliability, comfort, performance and so on. What do they fault?

## . . . and Scooter Faults

**L**ET me repeat the faults picked out for reform by scooter fans. They can be likened to the affectionate fact-facing in which parents may frankly indulge about those nearest and dearest to them. In that spirit con the following brief list. 1. Tankage is normally far too small, especially for night riding. 2. The banking angle permitted by footboards is too little, especially on the faster designs. One must be on guard against grounding on fast corners. 3. Where designs feature small wheels there is room for improvement in steering and roadholding. 4. The supply of spares is very poor with certain imported types.

## Tranquillizer

**O**NE keeps hearing of new uses for the motor cycle. For instance, a Leicester reader has beguiled a long spell in hospital by compiling a list of all the motor cycles which he could remember. He totted up 94 simply from the depths of

*Aerial shot of Anchor Corner taken by staff photographer Geoff Riden during the Thruxton 500-mile Race described in last week's issue. Outstandingly fast at this point was Bob McIntyre who, with Derek Powell as co-rider, piloted a Royal Enfield into second place. "The Motor Cycle" Trophy for the winners went to Mike Hailwood and Dan Shorey on a Tiger 110 Triumph*



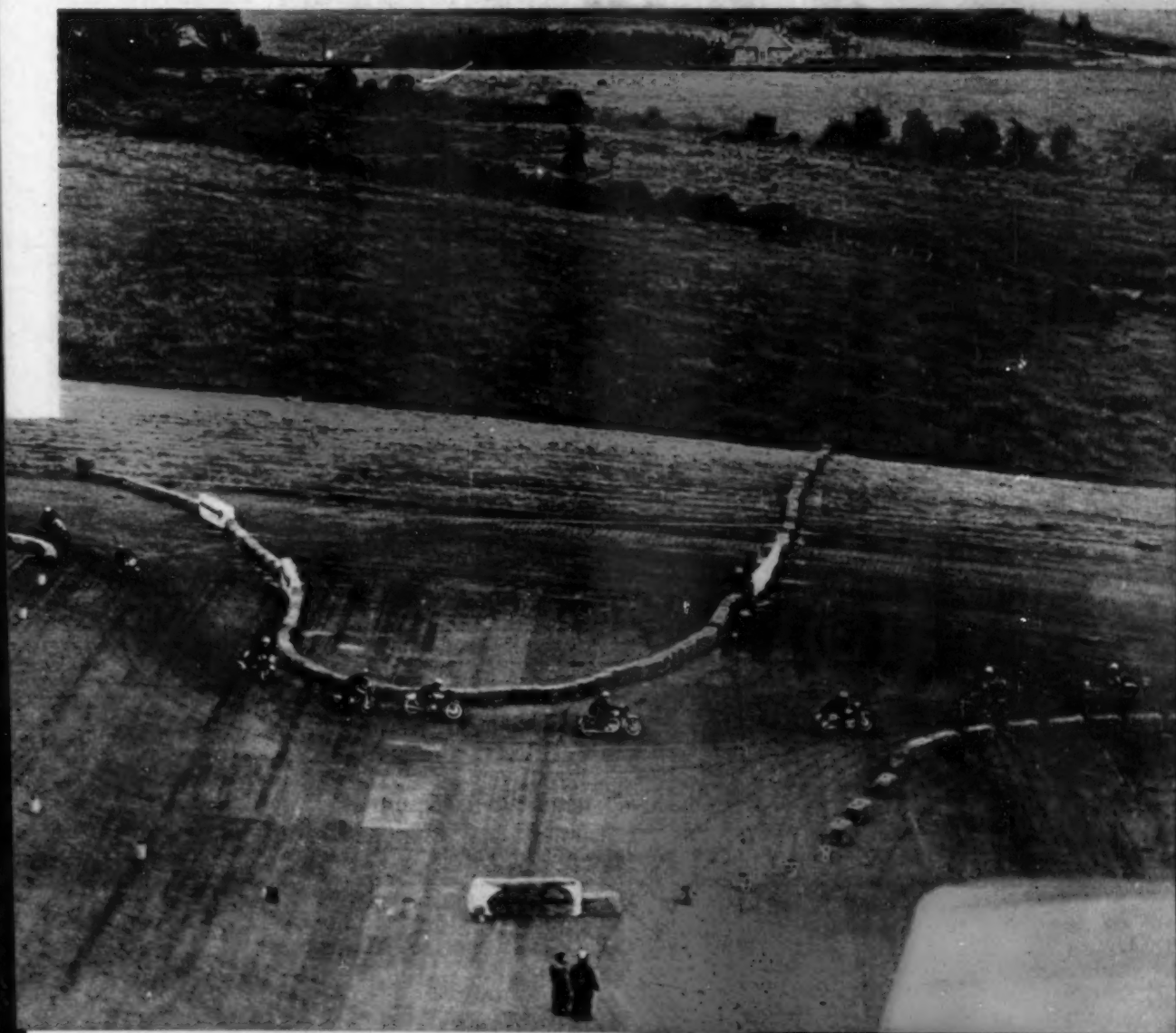


memory. He has a good tale of his father who bought his first machine umpteenth-hand in 1906 by post without ever having seen it. The canny vendor thought the railway quotation for carriage was extortionate so he stripped the frame, which he sent under the pedal-cycle tariff; the works and fittings travelled separately in a crate. The poor purchaser was starting from scratch and knew nothing at all about any motor cycle. The model was a 2½ h.p. Excelsior with M.M.C. engine and belt drive. It was a very proud day when the family at last got it to run. My correspondent was seven years old when he helped dad to coax that Excelsior into life, since when he has owned 26 motor bikes, one A.V. Monocar and three Morgans.

### *Common Duffer-stoppers*

**A**NOW aged mechanic, an old pal of mine, invented the term "duffer-stopper" for those machine troubles which every experienced owner recognizes at sight but which cause a duffer to tie his hanky to the handlebar of his stalled model or otherwise appeal for assistance. With the summer here

and the roads full of novice riders, many of whom may not know where their contact-breakers are, let alone what can go wrong with them, what would you think is the commonest duffer-stopper? I am at a loss to answer the question myself. Time was—when we were slowly switching from the swish-box type of carburettor to the jet type in pre-tarmac days—when a man's first choked jet was probably his first real headache. Later on we switched from great, plump side valves to comparatively delicate overhead-valve units. The old side-valvers were so robust that they practically never varied their tappet clearances suddenly. But the new o.h.v. engines were spidery toys. They wore with velocity and they shook wee lock nuts loose, with the result that valve clearances could increase to a diabolical extent within the space of a mile or two. Novices could be seen almost sitting in rows along main roads on bank holidays wondering whither all their engine power had evaporated. Today it is very seldom indeed that anything simple misbehaves. (This paragraph is a counterblast to some of "Nitor's" insoluble engine troubles which must be giving the novices nightmares.)





## THE MOTOR CYCLE

*Left: An unusual view of Westminster Abbey near the Houses of Parliament, S.W.1. All kings and queens of England have been crowned in the Abbey since the 11th century. The architecture is mainly early English and a fine example of the period. Open daily to the public from 8 a.m. to 7 p.m. (6 p.m. October to March); Royal chapels open weekdays only, 10.30 a.m. to 4 p.m.*

*Below left: Broadcasting House, Portland Place, W.1, headquarters of the B.B.C. Erected in 1931. The sculptured group over the entrance is a Shakespearian reference and depicts Ariel being dispatched to roam the world by Prospero*

*Below: From The Mall, Buckingham Palace (S.W.1) is partly obscured by the mighty Queen Victoria Memorial. Since 1837 Buckingham Palace has been the London residence of the Royal family. No part of the Palace is open to the public but the Royal Mews can be visited (2 to 4 p.m., 1s) if written application is made beforehand to the Superintendent. The colourful ceremony of guard mounting takes place daily at 10.30 a.m., from April to September*

# Looking Around LONDON



A FEW OF THE CAPITAL'S MORE FAMOUS LAND-  
MARKS AND PLACES OF INTEREST PICTURED FOR  
THE VISITING MOTOR CYCLIST BY "MAXIMAR"



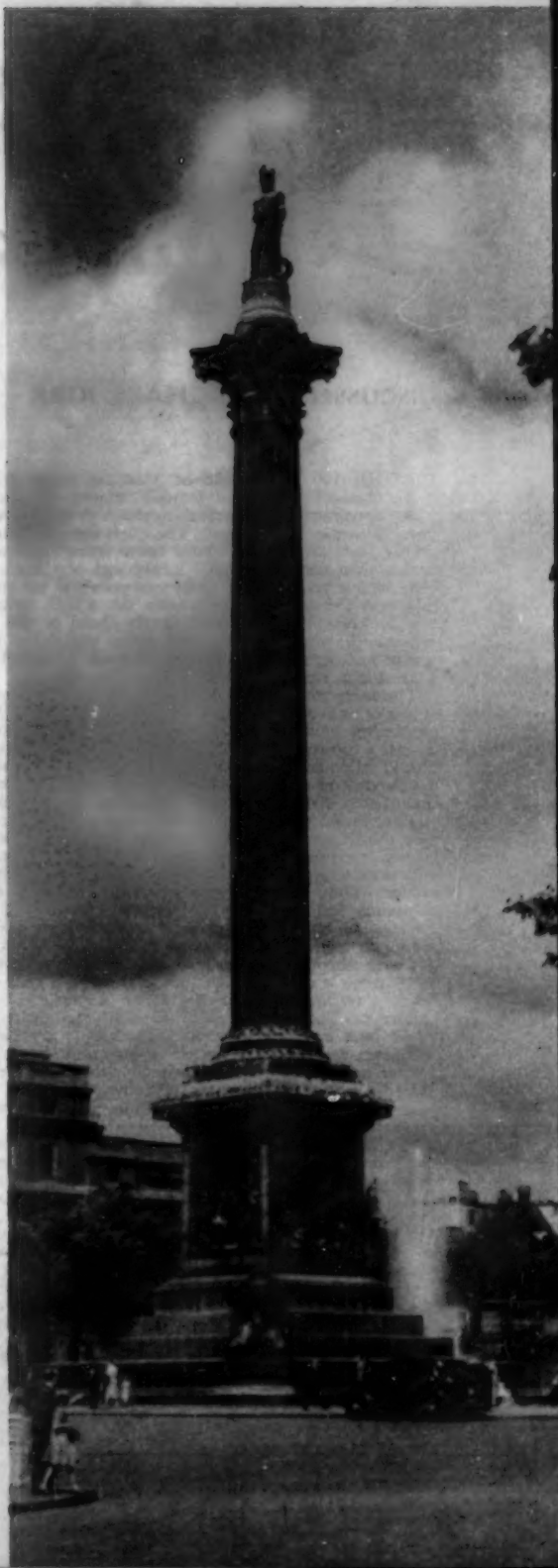
Along the left side of The Mall riding from Buckingham Palace to Admiralty Arch is the striking yet beautiful frontage of Carlton House Terrace where formerly prime ministers and other famous people lived

Tower Bridge (E.C.3), the first bridge encountered by ships coming up the Thames. The bascules carrying the road each weigh about 1,000 tons yet they can be raised in one minute to allow large vessels to pass. Nearby is the Tower of London, open to the public weekdays 10.30 a.m. to 5.30 p.m., Sundays 2 to 5 p.m., admission, 1s, children, 6d (free on Saturdays and Bank Holidays); shorter opening hours after mid-October



Left: A link with London of years gone by at The Old Curiosity Shop, on the south side of Lincoln's Inn Fields off Kingsway, W.C.2. The building has been preserved as near as possible in its original form and the shop is mentioned by Charles Dickens in his writings

Right: The dominant feature of Trafalgar Square, W.C.2, is Nelson's Column erected 1840 to 1845 to commemorate Lord Nelson's great naval victories. The bas-reliefs represent four major battles—Trafalgar, Copenhagen, Nile and St. Vincent—and are in metal from captured French guns. Height of the complete monument is 184ft 11in and the statue is 16ft. Trafalgar Square has many monuments including busts of admirals Jellicoe and Bonty and statues of General Gordon and George Washington. The National Gallery is nearby





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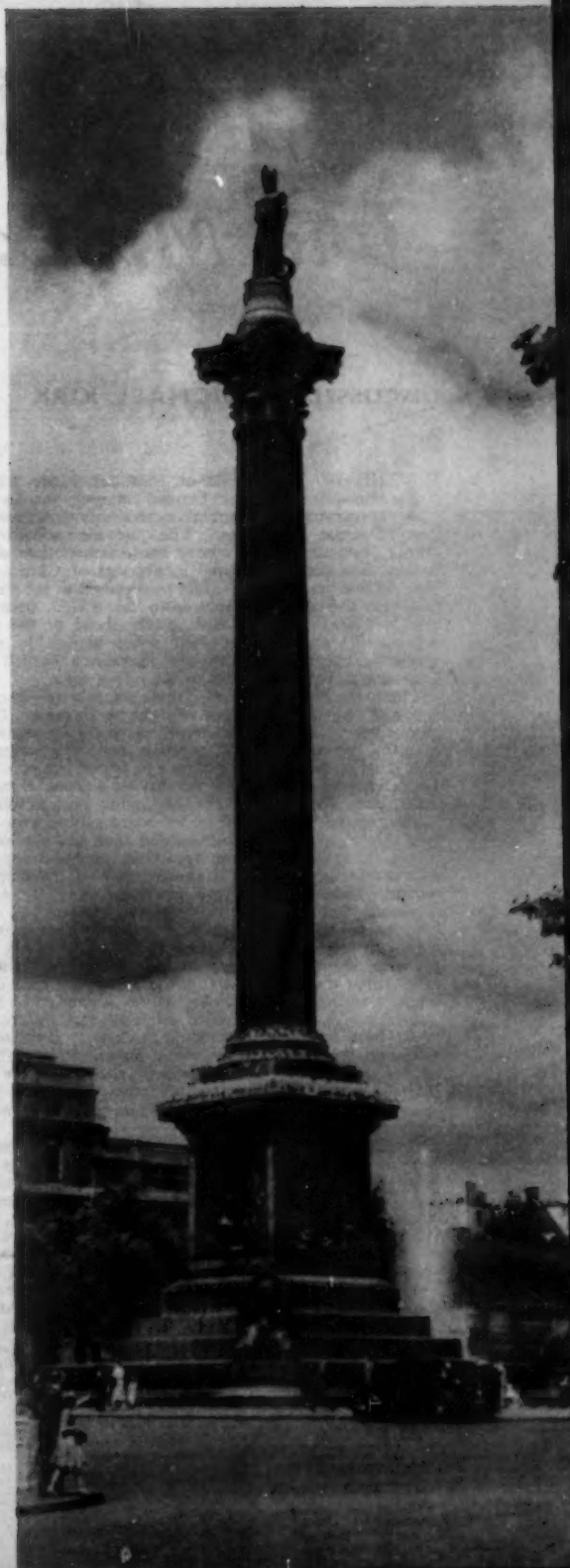
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**DISCUSSED BY MICHAEL KIRK**

THE 100 m.p.h. Isle of Man lap—once stigmatized as impossible—is now familiar enough for us to be disappointed if our favourite rider fails to achieve that speed from "Douglas to Douglas." The quiet men squatting in private timing posts around the course know rather more about the lap speeds than the professional inhabitants of Chronograph Villa. Four or five years ago the quiet men ceased to use the telephones to obtain the official timings from the A.C.U. because (a) they already knew the times and speeds ahead of the officials and because (b) the value of their secret signals to riders might urgently depend on the precise moment at which the helpers were able to pass the details to the racing men.

The secret timers did not confine themselves—like the officials—to clocking the men from Douglass to Douglas. They clocked them over a variety of sections, as might be convenient. For example, informing No. 37 precisely how he stood in relation to No. 93 when he passed the point—or one of the points—at which he glanced off the road to pick up his signals. Thus the secret timers early discovered several interesting facts, as follows.

They found that men of leader-board calibre were much faster over the Douglas-to-Ramsey section than was disclosed by their official speed for the entire lap. That the Mountain section was approximately ten per cent slower than the Douglas-to-Ramsey section. That, translated into actual speeds of the last few years, the really fast men normally average 108 to 112 m.p.h. from Douglas to Ramsey. That their corresponding speed over the mountain section may well sink as low as 93 m.p.h.

These discoveries, translated into exact terms of engineering, carry three distinct implications. (a) That if any designer can produce an infinitely variable gear, no heavier and embodying no greater loss than the current chain-cum-gear-box drive, his riders could beat the present champions, simply by dint of higher mountain speed. (b) That failing an infinitely variable gear, a greater number of fixed (but well-chosen) ratios are helpful; for example, a five-speed box should prove better than a four-speed box. In any case the Mountain ratios should be most carefully calculated.

Continuing that theme, (c) since natural hazards on the Mountain enforce several substantial slowings, acceleration is almost as important as gear ratios. Therein is the advantage enjoyed by the fours. John Surtees reckons that his MV Augusta has only a few m.p.h. in maximum over a really good Norton; but, he says, the MV will reach its maximum on the T.T. course more often than the Norton. (d) It is further possible that better brakes would assist in reaching higher speeds. The men do not complain of current brakes (though Duke last month was an exception on this point). But it is still possible to lock a wheel, or for a brake to fade under repeated use. Devices which automatically prevent a wheel from locking are already used on aircraft. These will undoubtedly become standard on racing cars. They could be useful on the racing motor cycles, if they are not too heavy.

Very few people know that Duke did his first 100 m.p.h. lap on a Gilera four as far back as 1955. Unfortunately for him, he accomplished it from Ramsey to Ramsey, instead of from Douglas



to Douglas. The explanation is that on the circuit so timed, he happened to hit his peak speed over a distance of 37½ miles which differed from the particular 37½ miles timed by the A.C.U. watchholders. His Douglas-to-Douglas speed, including that ultra-quick section, was no higher than 99.97 m.p.h. and his official speed for the seven laps was 97.93 m.p.h.

This year there was a slight drop in sustained speed for two obvious reasons. First, the limitations on streamlining slow the machines a little just where they touch their best speeds. Secondly, Surtees had no fierce competition in the absence of competing four-cylinder models and he is not so foolish as to take unnecessary risks. He—or his own timers—succeed most admirably in suiting his pace to the needs of the day. He won the Junior by 4m 12.2s and the Senior by over five minutes. Why should he trouble to go faster?

Some ten men have come precious near the 100 m.p.h. lap as measured from secret timing station to secret timing station (as compared with measuring from the A.C.U. box on the Glen-cruichery Road). But so far as is known, only four have done it over the Ramsey-to-Ramsey course. This quartet are, of course, Duke, McIntyre, Surtees and Hartle. And only three, Mac, Surtees and Hartle, have done it. Douglas-to-Douglas.

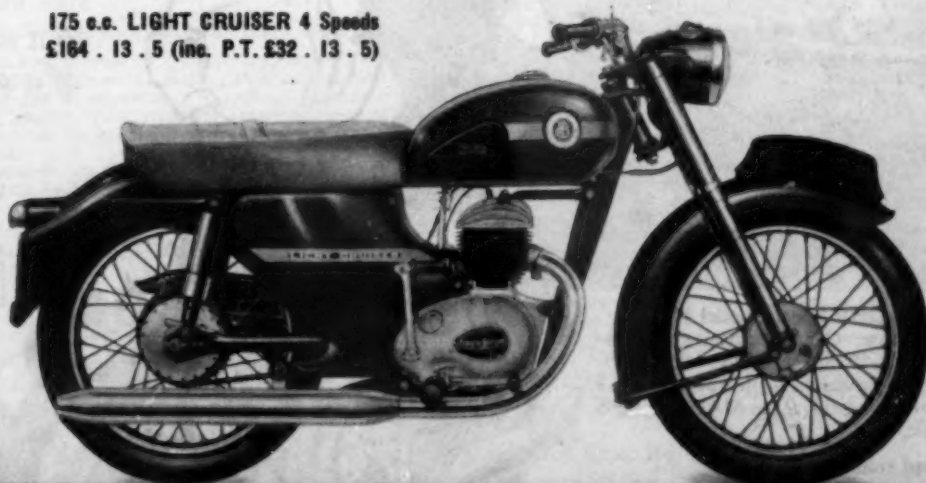
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# Letters to the Editor

## Engine Design

### Improvement in Performance in Four Years

MAY I, as a very satisfied customer, say that I disagree with Don Opie (June 12)? He doubts whether the latest trends in engine design show any increase in performance. I own a 1958 six-hundred twin that is standard apart from the fitting of high-compression (8.5 to 1) pistons. While it is necessary to burn the 100 octane brands of petrol I find it definitely worth while.

My machine is capable of 100 m.p.h. and averages 70 miles to the gallon; roadholding leaves nothing to be desired. The model is quite happy cruising at 80 to 85 m.p.h. which I consider adequate both for this country and on the Continent. It will also come down to 15 m.p.h. in top gear although I confess I seldom do so as I have no objection to using the gear box. As to mechanical noise, it is practically non-existent apart from induction hiss.

My 1954 twin knocked up 640 miles in a day on the Continent when I was rushing back to catch a plane. My present mount is undeniably superior in many ways. I fully endorse Don Opie's remarks regarding magnetos and luckily my twin is fitted with one. I hope these few words will convince him that there are some British machines that still beat the foreigners.

Redhill, Surrey.

I. D. ANDERSON

## Mallory Park

### Grounds for Complaint Other Than Absent Stars

WHILE your issue for June 12 congratulated the East Midland Centre on the Mallory Park meeting held on June 8, I would like an opportunity to express a spectator's point of view. Naturally, your reporter's impressions of the meeting, gleaned from his privileged position on the circuit, might be distorted.

On June 8 my wife and I, frequent supporters of all types of meeting, paid a visit to Mallory Park. Our journey of some 80 miles was marred by a little mechanical trouble but that

"I said visit the optician's before going to buy a scooter"



was a minor detail in comparison with the utter chaos, indifference and disorganization encountered at Mallory Park.

We arrived, unfortunately some 25 minutes late, to find gigantic, snaking queues awaiting admission. That could have been alleviated by having all admission gates open. From joining the queue it took exactly 55 minutes to gain admission and hundreds were still patiently waiting outside. I must remark on the fact that our admission fee was accepted, with some reluctance, by a surly youth whose speed indicated either inexperience or an advanced state of paralysis.

Once inside we were confronted by empty programme booths and were left to conclude that they were sold out. A brief notice to that effect would, of course, be asking too much.

The filthy, obnoxious state of the toilets and precincts deserves a page to itself. Surely only modesty and self-discipline induced the patrons to navigate the precarious and filthy approaches to the so-called conveniences. To say the ladies had the sticky end of the wicket would be a complete understatement.

In all fairness, after all these trials and tribulations, we did see the last event and the competitors showed far more enthusiasm than some of the officials. The entrants, however, seemed to vary a little from the star-studded bills and press announcements.

Finally, may I ask the meaning of the legend "Reserved Seats 7s 6d" which appeared over all the admission points I saw? Somehow I feel it gave a false impression of the plot of grass we occupied so briefly. The meeting can surely be classified as overrated and overcharged.

Bramley, Yorks.

A. E. ADAMS

## Safety Helmets

### Lady Hart Dyke Plunges After Much Thought

THE letter from Mr. Hughes (June 5) suggests a campaign for the use of safety helmets. My latest scooter having somewhat higher performance than its predecessors, I have now bought a helmet, but it was not without a great deal of thought. From a feminine angle I had considerable doubt—these helmets seemed so very functional and standardized, but then, after all, so were the helms of old worn by the men in battle and tournament! They found them decidedly useful and individuality was indicated by a crest. My helmet now carries a silkworm rampant! There are many possibilities beyond painted badges—yes?

Ayot St. Lawrence, Herts.

ZOE HART DYKE

## Who Saw No. 6 Finish?

### Query About Place in Thruxton 500 Miles

ANOTHER Thruxton marathon is over—a wonderful day's sport with competition keener than ever. No doubt this event is one of the most vivid in our sporting calendar. My No. 6 Triumph, second of the Ecurie Sportive entries, finished in fine style beneath a golden helmet—the only one in the race. Unfortunately it was not spotted by the officials so we lost sixth





place. After completing 211 laps we were shown as non-finishers!

The undersigned acted as lap scorer and received many congratulations on behalf of the riders, Arthur Burton and Jock Erskine. There were similar congratulations at the pits and it has been the same here in Bristol—all those who went to Thruxton saw No. 6 cross the finishing line after Mike Hailwood had completed his 220 laps. Now sport is sport and an official protest is being lodged purely in the interests of future organization. To this end I shall be very pleased to hear from all those who saw No. 6 complete the race.

I shudder to think of a Scandinavian parallel to this. What would happen if a World Cup crowd saw a goal scored but ignored because the referee had his back turned?

16-18, North Street,  
Stokes Croft, Bristol, 1.

J. V. ROCHARD

## Cyclists and Road Safety

### Let Them Carry Third-party Insurance

RATHER than tax pedal cyclists I would prefer to see them required to carry third-party insurance as is the case with motor-vehicle owners. Often enough one reads of cases of genuine hardship caused through an accident involving a cyclist who has neither the means nor insurance to make good the award found against him. And for every case reported there must be many more that do not even get to court as it is obviously a waste of time and money to press many such cases. Ashton under Lyne. "G14"

## A Club for the Over-50s?

### Enthusiast Wonders How Many Would Be Keen

"MOTOR cyclists who are over 40 . . ." (page 744, June 12). A look around the supporters at a race meeting, scramble or trial would reveal many riders who are possibly over 50. I have often wondered if your less-youthful but still keen readers would be interested in a half-century club? J. COLLINS  
Manchester, 14.

## Sidecar Racing

### Let's Have Stock-machine Events to Improve Design

CONGRATULATIONS to Eric Oliver for pulling off perhaps the best stunt in the history of the T.T. series. With his demonstration of the capabilities of a more-or-less production roadster outfit fresh in mind, can we not have sidecar classes in stock-machine races? I made this suggestion in your columns a year or two ago but was then a lone voice crying in the wilderness. Now, maybe, we shall get somewhere.

For instance, an understanding between motor-cycle and sidecar manufacturers which will make fitting points less haphazard. An appreciation of the different requirements in steering geometry between solo and sidecar (perhaps Nortons will take up Mr. Oliver's steering conversion and make it an optional specification?). Lighter, lower sports sidecars.

It is high time there was something to stimulate development

of the road-going sidecar outfit and a few stock-machine sidecar races could do the trick now that Oliver has shown how.

If race organizers are doubtful of public interest with normally seated passengers, there is a simple answer: insist on passengers as comely as Mrs. Wise.

Tailpiece for the technically minded: if George Brough could always give perfect solo steering at up to a ton and a half and featherlight sidecar steering with the same Castle bottom-link fork, why can't our present designers achieve a similar result?

Ibstock, Leicestershire.

C. E. ALLEN

## Before the Sidecar T.T.

### Frank Taylor Writes in Appreciation

I WOULD like, through the medium of your excellent journal, to express my thanks to all the enthusiasts and trade personnel who helped (and offered to help) me after my accident in practice for the Sidecar T.T. to get my outfit ready for the race. Without all this help so freely given it would have been impossible for me to have started in the race and, although I cannot write to them all, I would like everyone to know how much my passenger, Ralph Whitehouse, and I appreciate the kindness shown to us both.

FRANK TAYLOR

Todmorden, Lancs.

## Petrol Consumption

### Running-in Figure Surprises Three-fifty Owner

WHILE running-in my rebored 1954 346 c.c. Royal Enfield Bullet I achieved the amazing figure of 100 m.p.g. Previously my normal consumption for town or country running was 80 m.p.g. on standard-grade petrol with a 6½ to 1 compression ratio. The running-in figures were achieved with a 7½ to 1 piston and using premium fuel; the big end and timing-side



mainshaft were renewed at the time of the rebore. Speed was kept down to 30 m.p.h. and the throttle was never opened more than half way.

The machine has carried me satisfactorily for about 25,000 miles and is being used now on a daily run to business of 60 miles. Have any other readers had a similar experience or is mine unique?

D. R. DINGLEY

Edinburgh.

## Couldn't Care More

### Café Owner's Opinion of Motor-cyclists

I AGREE with F. J. W. Pite (June 12), but this anti-motor cyclist attitude is not confined to the garages but is shared by the general public. Let a motor cycle become involved in an

Although Great Britain suffers from an abundance of road signs, many of which are futile, a pleasing development is the attractive welcome and location signs becoming more common. That shown on the left below freely translated means "One hundred thousand welcomes." On the right is the sign near Penrhynedraeth in Merionethshire and below right is one of many similar signs on the approach roads to Wales



accident and whether its rider was doing 15 or 105 m.p.h. he is usually held to blame—just because he is a motor cyclist.

I have a large café and the bulk of my trade is supplied by motor cyclists. Most of them, I find, are careful, law-minded chaps. This is borne out by the attendance at two road-safety talks by the police who were invited by me to come and talk on the subject. On both occasions the attendance was over 200. There are black sheep in all walks of life and it is the throttle-happy tear-away that does most harm to what in my opinion are the true gentlemen of the road.

W. O'NEILL

Stapleford Abbots, Essex.

### B.B.C. Broadcasts

*Let TV Cameras be Taken to the Isle of Man*

THREE correspondents in your issue for June 19 complained of the B.B.C.'s handling of its T.T. broadcasts. Its TV service must spend thousands of pounds a year on trash such as football, cricket, horse racing and tennis. I would like to know why, out of 365 days in the year, we cannot have three days of a sensible, thrilling and exciting sport. I am sure it would not cost a great deal of money to take cameras and equipment to the Isle of Man.

K. A. ROE

### Thruxton Result from Out-of-range Station

LAST year I was fortunate enough to be able to enjoy the Thruxton Nine-Hour Race from the inside of a pit. Unfortunately this year I was unable to get down there, even as a paying customer. Consequently I was rather pleased to find that the B.B.C. was affording the 500-mile Race a fair coverage on its light programme and I spent the afternoon manipulating the controls of my portable radio. Imagine my chagrin on finding that they had not arranged a broadcast period to coincide with the end of the race, nor had they provided for a recorded play-back of the final laps at a later time.

Graham Walker did inform us that the results would be included in the West of England Sports News at 6.40 p.m. However, my radio—and I expect those of other enthusiasts in parts of the country rather distant from Bristol—is unable to



pick up that transmission. So in lieu, I hopefully tuned in to "Radio Newsreel" at seven o'clock and patiently awaited the promised sports snippets at the end. I was rewarded with an on-the-spot report of a somewhat equivalent event in the car world from across the Channel but no mention, even, that a long-distance endurance test for motor cycles had been held. Similarly, news summaries ignored it.

When will the B.B.C. be persuaded to introduce some common sense into its presentation of motor-cycle sport and begin to realize that large numbers of people are interested? Or are all its programme planners engaged in finding a method of broadcasting ball-by-ball commentaries on cricket matches on three wavelengths simultaneously?

R.A.F. Leeming.

P. J. B. TANNER

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.





Amid the delightful surroundings of his garden at Hawkhurst, Major Loughborough chats in the sunshine with Harry Louis a few days ago

*emeritus*? Why a word usually reserved for academic circles? There are two good reasons. First, the term *emeritus* (having earned discharge) was never more appropriate; at 80, Major Loughborough has put in 15 years beyond the usual retiring age, and has certainly earned time for relaxation. Secondly, the academic touch fits him admirably. His schooling at Marlborough and King's College, London, gave him a love of learning and an inclination to classical allusion which remain today.

Yet he is, above all, an engineer. When he served his apprenticeship, mass production was unknown and fitters were expected to fit. He has always enjoyed making things, particularly in wood and metal. At The Old Forge he can point to pieces of furniture that are his own work; to a beautifully inlaid cabinet enclosing a radio set made bit by bit to a *Wireless World* blueprint in the 1920s; to models and gadgets that owe something to his Drummond lathe, his drilling machine and his remarkably wide variety of hand tools. Right now a site is cleared in his garden for a new workshop. When it is built and his equipment installed, he will spend a lot more time at the bench.

Organizing sport has occupied T.W.L. for more than half a century. Like so many pioneer motor cyclists, he was first a cyclist. He had been a member of the Dorking Cycle Club for a comparatively brief period when he was elected captain. The chance to try a motor tricycle came his way in the late 1890s, and soon afterwards he bought his own powered two-wheeler. By 1907 he was to be seen at Brooklands track with the apple of his eye—a Belgian F.N. four. The British Motor Cycle Racing Club was formed in 1909, and soon afterwards he became secretary. As the official primarily responsible for the desk work behind a long series of Bemsee meetings at the track he learned the art of orderly organization the hard way—in his den at home after office hours. He also learned to be what "Ixion" labelled him: "Not a man to stand any nonsense."

At that time clubs were not affiliated to a national body in the way that nearly all clubs are today under the wing of the Auto-Cycle Union. In 1903 the Auto-Cycle Club had been formed and very soon afterwards was undertaking an ambitious programme of events. Certain other clubs did associate themselves with the A.C.C., but there were teething troubles that resulted in a change of name to Auto-Cycle Union in 1907 and a further reorganization in 1912 when T. W. L. became secretary. Undeterred by his new responsibilities, he set about, as mentioned earlier, injecting new life into the F.I.C.M. He, along

## Secretary General *Emeritus*

MAJOR T. W. LOUGHBOROUGH, THE MAN WITH A NEW TITLE AFTER 50 YEARS AS  
AN ORGANIZER OF MOTOR-CYCLE SPORT

An Appreciation by HARRY LOUIS

ENVELOPES were arranged in neat piles on the table. The last circular was about to be sent off from The Old Forge, Hawkhurst, Kent, and an era—over 45 years of labour for the *Fédération Internationale Motocycliste*—was nearing its end. Last Monday, before some of the envelopes had reached their destinations, Major Thomas Wynn Loughborough ceased to be the active secretary general, though as secretary general *emeritus* he continues as a consultant. In their way some of those envelopes with their exotic addresses—in South America, Indonesia, Japan and the Soviet Union, for instance—told the story of his stewardship. In 1912, when he led the way in reviving the F.I.M. (then known as the *Fédération Internationale des Clubs Motocyclistes*) he started from scratch. Today the F.I.M. has affiliates throughout the world.

Why, you may ask, is he given the title secretary general

with a few other enthusiasts of the time, had the perception to realize that, growing as it was, motor-cycle sport needed international as well as national control.

Great Britain could not then claim to lead the world in the technical development of motor cycles (or of cars, for that matter) but she was soon to be right in the forefront in staging important events. During the years 1913 to 1939, as A.C.U. secretary, T. W. L. was the principal officer responsible for the Isle of Man T.T. Races; he built up a systematic organization which was as big a factor as any other in the T.T. becoming recognized as the greatest road-race meeting in the world. The 11th annual A.C.U. Six Days' Trial held in August, 1913, was also entitled the First International Touring Trial—in other words the forerunner of the I.S.D.T., later to be held in many other countries and to become the most important of all motor-cycle trials.

Those two major sporting fixtures are, of course, highlights in



T. W. L.'s career but he ranks with them his painstaking work in formulating the general competition rules of the A.C.U. and of the (then) F.I.C.M. in the middle 1920s. Yet another achievement of which he feels proud is the high status of F.I.M. recognition of world's records—which is only another way of saying that the rules are as near perfect as can be expected. (If that conclusion seems at variance with the controversy over Johnny Allen's maximum-speed claim, remember that this dispute, as the British Manufacturers' Association sees it, arises because the secretary general was overruled and the F.I.M.'s regulations were *not* observed.)

The peak of T. W. L.'s responsibilities came in the 1930s when he was also secretary of the Speedway Control Board. His flair for looking at the facts and acting accordingly showed itself as speedway racing, at first controlled by a sub-committee of the A.C.U., became so highly commercialized that a separate subsidiary organization was desirable. The speedway game in Great Britain has had its ups and downs but the problems have been commercial, not administrative.

With the second world war over, T. W. L. was approaching 70 and decided he ought to start shedding his burdens. He retired from the A.C.U. at the end of 1945 and from the Speedway Board last year. Now, after a lifetime devoted to the motor-cycle game, he closes the book.

A man of 80, you may think, would be doddering and muddle-minded. Some are and a few are not. T. W. L. is decidedly in the "not" category. Get him to sit back in an armchair with his pipe going and he will treat you to a dissertation such as you will rarely hear. It will be a model of clarity and aptness of expression. You will inevitably learn something and the more closely you listen the more you will learn.

If you ask him to generalize on F.I.M. or A.C.U. topics you will find he is fully alive to the faults of both organizations. Though he laid their foundations and has built them up carefully he can see their weaknesses. For example, he agrees that the "machinery" works slowly and that those on the touch-lines, so to speak, are entitled to feel impatient about the apparently inevitable and lengthy deliberations before decisions are reached. No one knows the reasons better than he (with only three absences from the 70 F.I.M. congresses held, he *ought* to know). The answer is that any organization that settles its problems on democratic principles needs a lot of time for the settling. What is the alternative? You may advocate benevolent autocracy but no one in his right senses would take a chance on it without a definition of the "benevolent"—and the definition would need years of discussion to settle!

Maybe, he agrees, F.I.M. stocks are not today so high as they could be. He is entitled to his trace of sadness as he says so, since it would have been more satisfying to have retired while the F.I.M. was riding high—on the crest of a wave. When T. W. L. adds that the moment is relatively unimportant



At work as usual: Mrs. Loughborough helps her husband sort competitors' control cards during the A.C.U. National Rally held at Sharness in 1936

his greatness shines like a beacon. He rises above his personal feelings to tell you—and rightly—that any organization must be judged on the broad basis of its past upward progress and its probable future. Governments, businesses, individual people all have their uneven periods—but no wise man condemns them when they are a little below the line.

T. W. L. is a master of the written word, in the sense that whatever he writes is lucid and precise, and his words flow readably. But not for those reasons alone is a letter or report from him a pleasure to scan; the typing will be clean, legible and neatly set out. The typist? Mrs. Loughborough, mother of six children, who has taken a close interest in the sport from the days way back when she had her own Sunbeam sidecar outfit. As T. W. L. will freely agree, being the motor-cycle world's foremost secretary has been a team job, with Mrs. Loughborough a prominent member. Those circulars now travelling to far parts of the world—they were duplicated by Mrs. Loughborough and she it was who licked the stamps on the envelopes.



F.I.M. delegates to the Spring Congress in Rome, 1953, are received by His Holiness Pope Pius XII. On Major Loughborough's left is the Federation's president, Augustin Perouse

**I**N the language of aquatic sport, Dave Curtis (Matchless) went off the top board with a treble somersault, jack-knife and half-roll in winning the Junior and Senior races at last Saturday's national Cotswold Scramble. It was a magnificent performance. But for a miracle the "Cotswold" might have provided aquatic sport at that. Nothing less than a heavenly power could have wrought in the weather so stupendous and so abrupt a change. All Friday and in the early hours of Saturday morning water cascaded down on those Nymphsfield slopes on which the near-2½-mile lap was laid out. But there has never been a wet Cotswold Scramble yet. And on this occasion, too, the Stroud Valley Club's luck held. True, the course was far from dry when scrambling began but the warm sun and gentle breeze did their best, and by the time the 500 c.c. race started there was a good deal less mud about.

Curtis' success in the Senior is his fourth in unbroken sequence and he won the Junior last year as well. But in spite of his stirring performance he did not steal all the thunder. Young Dave Bickers, riding Greeves models, further enhanced his widely held "scrambler-of-the-year" reputation by riding in the two lightweight classes and winning them both and taking his 249 c.c. model into second berth in the Junior Race for good measure. He thus covered close on 40 bucking, slithering miles with hardly a break and his speed in the third race—the Lightweight—gave the impression that he could have gone on all day in the same dogged style.

In the 500 c.c. class Curtis took the lead on the third lap. Derek Rickman (B.S.A.) had arrowed first off from the start with Peter Taft and his brother Paul, both on B.S.A.s, and Curtis not far away in that order. John Giles (Triumph) lay fifth and an apparently insignificant sixth was Ron Langston (Ariel). Langston is known chiefly for his prowess as a trials rider. Not until that stirring dash in the

## Forty Slithering

Dave Bickers (Greeves) Top Scorer with Two Wins and a

Scramble : Dave Curtis (Matchless) Again First Home in



Ron Langston (Ariel) rode with unexpected brilliance, finishing second to Curtis in the Senior Race. This shot was taken on Lap 4, when he was in the lead

Isle of Man Grand National during T.T. week did he show scrambles talent in the first grade. On the second lap he picked up four places and at the end of it had his sights laid on Rickman, who at that stage went out of the picture.

Curtis then led with Langston pressing him close. In fact, Langston was so close that he leaped past on the hill by the lap-scorers' table. He retained his lead

for another lap with Curtis riding as desperately as only he knows how. Peter Taft was notably below par and lacking some of his familiar punch. Jeff Smith, too, though third after four laps, appeared unable to settle down. Those three U.S. visitors, Nibs Greer, Charlie Hockie and Joe Penner, were finding the going hard. Cotswold mud and Mojave Desert sand demand widely different riding techniques.

On the fifth lap Curtis took over the lead for the second time and held it for the remaining three laps. Langston was a safe second, losing ground slightly to Curtis but remaining safely ahead of Jeff Smith who, in turn, held off a challenge from his team-mate Brian Martin until a few yards before the finish. Early on Roy King had fallen heavily at a ditch crossing and had to be carried off on a stretcher. He lost a lot of blood from a back wound, though the nature of the injury was not serious.

Chief challenger to Curtis in the Junior (350 c.c.) class was John Draper (B.S.A.). Curtis went ahead less than a quarter of a mile from the start and held his lead throughout. Draper was perhaps eight yards down for the first two laps. He was on familiar going and riding with all that effortless grace of his when he overdid matters and let Curtis draw away. After two laps the order behind Draper was Brian Stonebridge (249 Greeves), Langston (Ariel), Brian Martin (B.S.A.) and Bickers (249 Greeves). Geoff Ward (A.J.S.) was about the place but fighting a losing battle with a misfire. Langston drew ahead of Stonebridge and so did

Fourth in the Senior Race, Jeff Smith (B.S.A.) rode very hard as always but lacked his characteristic rhythm. He lost third place on the last lap to his team-mate Brian Martin



# Miles

## Second Place in Cotswold

### Junior and Senior Races

Bickers. Then Langston's Ariel soured and at half distance he retired.

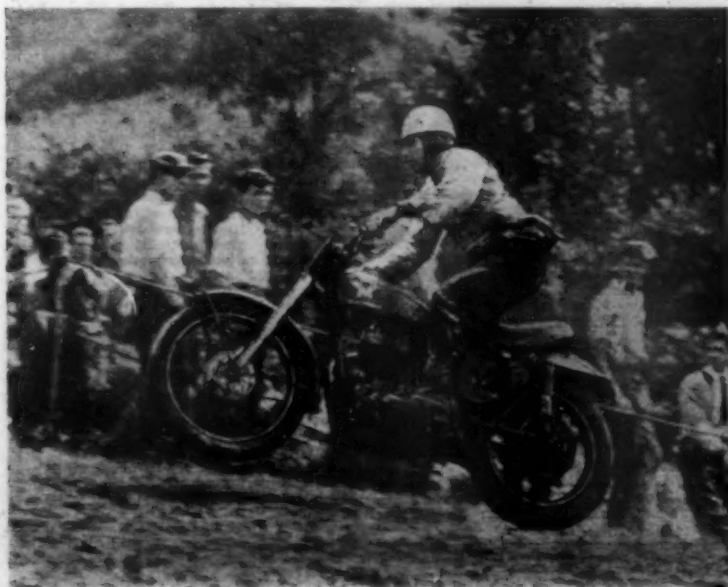
It was at that stage that Draper fell and Bickers nipped into second berth. Draper should have snatched the place back from him but he tried too hard, fell again, and the incredible Greeves rider stayed ahead. Peter Taft (B.S.A.) joined the leading six on Lap 5 but, as in the Senior Race, his riding lacked the fire for which it is famous. For several laps Stonebridge had held his two-fifty ahead of Brian Martin's three-fifty, but power told in the end and Martin moved up with two laps to go.

The programme had been opened by the Ultra-lightweight (200 c.c.) class which, like the Lightweight (250 c.c.) Race, was run over four laps. At that stage, the course was still sopping wet and it was well-nigh impossible to keep a machine to a selected path. Spills and machine bothers were so numerous that of the 48 starters there were only 15 finishers.

In the early stages the lead was held by Don Rickman (Dot) with Bickers (Greeves) second, Joe Johnson (Dot) third and Derek Rickman (Dot) fourth. Johnson lost a place on the second lap—and almost at the same instant Bickers soared into the lead. He rode faultlessly. Slithering wildly, braking where there was no wheelgrip, leaping every ditch that could possibly be leapt, he went on to win as handsomely as you please.



Above: Hero of the day, Dave Bickers (Greeves) avoids the worst of a ditch crossing in the Ultra-lightweight Race. Behind him is W. A. Bell (Cotton). Below: Dave Curtis (Matchless) in full flight. He proved himself once again one of the country's most determined scramblers.



He had an even easier passage in the Lightweight Race, which began just before 5 p.m. The course was a good deal drier by then and he led from the start. As the race progressed, Don Rickman (Dot) challenged so hard that, in normal circumstances, had there been a further quarter-mile, victory would almost certainly have been his. As it turned out, with another two yards and he would certainly have won—for as Bickers landed after the ditch just short of the flag, his rear chain jumped the sprockets and he coasted in!

**Senior Race (6 laps):** Baughan Trophy—D. G. Curtis (Matchless). **Throughham Trophy (runner-up):** R. J. Langston (Ariel). **First-class Awards:** B. W. Martin (B.S.A.), J. V. Smith (B.S.A.), J. H. Giles (Triumph), P. G. Taft (B.S.A.), P. N. Taft (B.S.A.), G. J. Draper (B.S.A.), J. D. Stalard (Triumph), K. Meadows (Triumph). **Manufacturers' Team Prize:** B.S.A.: Smith, Martin, Draper. **No club team finished intact.**  
**Junior Race (5 laps):** Valley Cup—D. G. Curtis (Matchless). **Slip Cup (runner-up):** D. Bickers (249 Greeves). **First-class Awards:** G. J. Draper (B.S.A.), B. W. Martin (B.S.A.), B. G. Stonebridge (249 Greeves), P. N. Taft (B.S.A.), P. G. Taft (B.S.A.), G. King (B.S.A.), D. A. Reave (B.S.A.). **Manufacturers' Team Prize:** B.S.A.: Draper, Martin, Taft. **No club team finished intact.**  
**Lightweight Race (3 laps):** Street Cup—D. Bickers (Greeves). **First-class Awards:** D. J. Rickman (Dot), J. L. Harris (Greeves), W. Jackson Jr (Greeves), T. Barker (Veloette), M. J. Maslop (Greeves), W. Wynne (Greeves).  
**Ultra-lightweight Race (4 laps):** Nymphsfield Cup—D. Bickers (Greeves). **First-class Awards:** D. J. Rickman (Dot), D. E. Rickman (Dot), T. Underwood (Greeves), A. Clough (Greeves), R. King (Greeves), W. A. Bell (Cotton).





# Look at ROMAN BRITAIN



## HOLIDAY NOTES

FOR more than three centuries the greater part of Britain was occupied territory under the military rule of the Romans. Their legions departed some years ago—about 1,600 years ago, in fact—but up and down the country there may still be seen reminders of their stay. History is dull stuff? Perhaps it may be as taught in musty schoolrooms but go looking for Roman Britain and the past can readily be brought to life. Nor need one look very far afield—perhaps no farther than the nearest stretch of straight highway, for it will almost certainly be of Roman origin. The legions knew A5, but to them it was Via Devana, the Chester road.

**MOST IMPRESSIVE LEGACY** of the Romans is Hadrian's Wall which originally extended from Tyne to Solway. Much of it remains, together with the block posts and guard rooms of the sentries who manned it. At Chollerford, near Corbridge, was Cilurnum, a legionary headquarters. Excavations show that the commander's house had central heating and that the regimental bath house, near the river, had lockers for bathers' clothing. Farther west at Housesteads, on property now owned by the National Trust, stood Borcovicium where 1,000 troops were stationed. Plaques on the ruins of the various buildings indicate their purpose—granary, stables, smithy and so on. And there was once a murder at Borcovicium: buried beneath the floor of one of the houses, excavators found the skeleton of a man with a broken sword piercing his chest.

**ONE OF THE LARGEST** of the legionary fortresses was in Monmouthshire at Caerleon, just outside Newport, where the great amphitheatre may be inspected. Stand on its grassy slopes and faintly, across the centuries, you may hear the clash of sword on sword as the gladiators fight to amuse the crowds. Or go to Bath and see the giant bath which gives the town its name. When first built, the swimming baths, steam rooms and other buildings covered an acre and a half. See Jewry Wall in Leicester, once part of the entrance to the forum. In Lincoln look for Newport Arch, once the northern gate of the city. Or go to the theatre at Verulamium (now St. Albans), once an

important town indeed and the only one in Britain with a self-governing municipium or council.

**COLCHESTER** was founded as a kind of early Chelsea Hospital, a place where retired legionaries were pensioned off with a grant of land. Part of the Roman wall still exists with, at Balcerne Gate, the gate towers and guard room. At Richborough in Kent, guarded by a castle with massive walls, was Rutupiae, at one time the busiest port in the country; now the walls are crumbling and the sea has receded.

**HOW MANY** Roman villas have been discovered in Britain? Nearly 500, believe it or not, and a number of them, like that at Chedworth in the Cotswolds, have stretches of fine mosaic flooring. There is a villa at Bignor, Sussex, and another at Brading, Isle of Wight. Visit any of these sites, with their many reminders of a civilization of long ago, and then say—if you can—that history is dull.

*Automobile Association map pinpointing road works. The map should be read in conjunction with the notes published below.*



## ROAD WORKS

ACCORDING to a national survey carried out by the Automobile Association, congestion because of road works is to be expected during the coming week in the following localities:—

### Holiday Routes

A48 (Gloucester-Chepstow).—Lydney: diversion for westbound traffic.

A34 (Birmingham-Stratford on Avon).—Hockley Heath: single-line traffic because of sewage works.

A361 (Taunton-Bampton).—Wiveliscombe: road reconstruction two and a half miles west of the town. Frome: Diversion because of excavations.

A380 (Exeter-Torquay).—Diversion of traffic in both directions at Telegraph Hill, between Alphington and Harcombe Moors.

### Through Routes

A1 (London-Edinburgh).—Alconbury-Stamford: single-line traffic at Norman Cross. Durham-Darlington: Single-line

traffic and a diversion at Croxdale, four miles south of Durham. Cockburnspath-Dunbar: single-line traffic at Dunbar by-pass; diversion signposted.

A3 (London-Portsmouth).—Guildford By-pass: single-line traffic owing to construction of dual carriageway.

A4 (London-Bath).—Box Village, seven miles west of Chippenham: single-line traffic owing to road trenching.

A6 (London-Carlisle).—Penrith-Kendal: single-line traffic one and a half miles south of Shap—road reconstruction.

A5 (London-Holyhead).—Bangor-Bethesda: single-line traffic for a quarter of a mile, one and a half miles west of Bethesda; road construction.

A30 (London-Exeter-Land's End).—From Chard-Honiton, two miles east of Honiton, slight delay because of road widening.





## Touring Teasers

How Good is Your Knowledge of Britain? See How Many of These Questions You Can Answer By "LANDLOPER"

- A Much of the beauty of the Cotswolds comes from the rivers which run through the villages. What are the three main rivers?
- B Incidentally, a good tour can be made by following the course of a river. Which is the longest river in Britain—and the shortest?
- C Eats are one of the joys of touring. Some places have specialties which are always associated with them. What would you look for at Banbury? Berwick? Richmond? Shrewsbury? Bath?
- D Talking of eats, what is the longest pub name in the British Isles? (And I pity you if you have to gasp it out with a parched throat.)
- E Poor Fred is in an awful dither. He had his name, address and number taken after a spot of "showy" riding three weeks ago. Although the constable did not warn him that he might be prosecuted, Fred is afraid that he will get a summons any day now. Can you offer him any helpful advice?
- F If on your travels you come upon a planetarium, a toposcope or an anemometer what would you expect them to tell you?
- G The Seven Wonders of Wales are conveniently listed in a verse. Can you say what they are?
- H One of the troubles of touring in Wales is trying to pronounce the place names when you want to ask the way. However, these tongue twisters often help by describing the place. Can you translate Bettws? Aber? Llan? Porth?
- I Other parts of the British Isles have their own names for things. Do you know what they call a sheet of water in Scotland? Ireland? North Midlands?

K Fred, who lives in London, is going to Penzance this summer. He has arranged to meet Taffy from Cardiff at Taunton. Which is the longest journey—Fred's or Taffy's as far as Taunton or the trip from Taunton to Penzance?

L A map is not much use if you are completely lost and cannot set it towards the north. Assuming your watch is going, how can you do this?

For the answers please turn to page 26.

Gulliver in Lilliput? No, a Lambretta rider in a famous model village. Do you know where it is?



## WHAT'S ON

**Berkshire.**—July 4 and 5: Royal Windsor Rose Show, Windsor Castle Grounds.

**Bristol.**—Today and tomorrow: Royal Show.

**Denbighshire.**—July 8 to 13: International Musical Eisteddfod, Llangollen.

**Hampshire.**—July 6: Veteran Car Club Rally, Palace House, Beaulieu Abbey and Motor Museum. July 8 to 12 (evenings): "The Taming of the Shrew," Beaulieu Abbey Cloisters.

**Isle of Man.**—July 7: Tynwald Ceremony.

**Kent.**—July 9: Grounds of Chartwell (home of Sir Winston and Lady Churchill) open to public in aid of Y.W.C.A., Westerham.

**Oxfordshire.**—July 3 to 5: Royal Regatta, Henley on Thames.

**Surrey.**—July 7 to 23: National Rifle Association Imperial Championship Meeting (July 19, Final for the Queen's Prize), Bisley.

**Warwickshire.**—July 10 to 12: National Air Races, Baginbton, Coventry.

**Yorkshire.**—July 3 to 5, 7 and 8: Cricket, third Test Match, England v. New Zealand, Leeds. July 8 to 10: Great Yorkshire Show, Harrogate.

(A full list of motor-cycle fixtures appears on page 28)

AVAILABLE to members of the R.A.C. is a 28-page booklet covering tours in north Devon. The first of a series, it is obtainable free on request. Among the contents are 21 tour and town maps and details of 12 suggested tours, together with brief descriptions of 86 places of interest.

## THE DUTCH GRAND PRIX



The 4.79-mile Van Dremthe circuit

**R**IDING at his brilliant best, John Surtees (MV Agusta) followed up his Senior-Junior double in the Isle of Man by winning the 350 c.c. and 500 c.c. classes of last Saturday's Dutch Grand Prix held at Assen. His average speed in the 500 c.c. race of 83.81 m.p.h. was a record. Those victories were probably the easiest of his international career and in each case he led from start to finish and was never even remotely challenged. The extent of his mastery was such that in the 350 c.c. race he led the second man, John Hartle (MV Agusta), over the line by 1m 17.5s. In the 500 c.c. event Hartle was 1m 46s in arrears. Third man home in the 500 c.c. race was the German champion, Ernst Hiller (B.M.W.). Keith Campbell (Norton) was third in the 350 c.c. event. Most of the fun was provided by one-two-fives and two-fifties.

In fact, the 125 c.c. race was the most closely fought of the meeting. The winner was Carlo Ubbiali (MV Agusta) who beat Luigi Taveri (Ducati) by a matter of yards. Tarquinio Provini (MV Agusta) was an equally close third. Ubbiali's average of 77.51 m.p.h. for the 14 laps was a record and Taveri's fastest lap at 78.71 m.p.h. was faster than the previous best.

After a race-long scrap, Provini (MV Agusta) won the 250 c.c. race from his team-mate, Ubbiali, by as little as 0.4s. D. Falk (Adler) was third, a long way behind the MVs. Provini raised the lap record to 81.55 m.p.h. In winning the sidecar race, Florian Camathias (B.M.W.) set race and lap records even though he was not pressed.

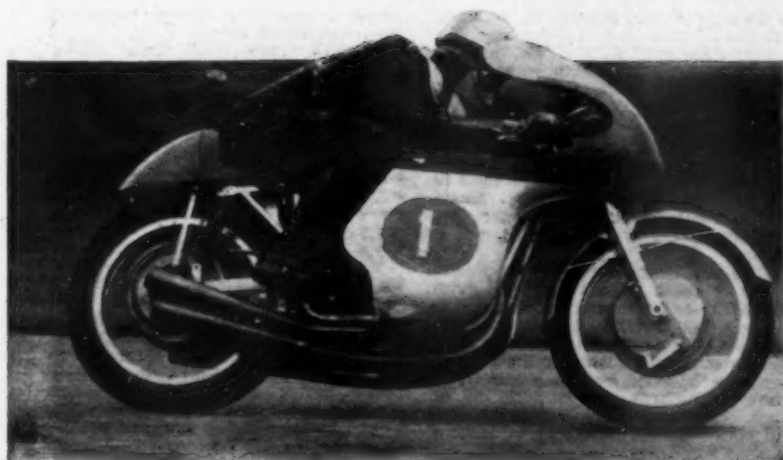
More than anything else the meeting emphasized the need for drastic revision of all aspects of classic road racing. The overwhelming superiority of the MV Agustas, especially in the 350 c.c. and

## Lightweight Warfare at Assen

VICTORIES FOR UBBIALI AND PROVINI (MV AGUSTAS) IN 125 AND 250 c.c. RACES  
SURTEES MILES AHEAD ON THE FOURS : SIDECAR WIN FOR CAMATHIAS (B.M.W.)

*The pack strings out at the start of the 500 c.c. Race. Foremost riders are Harry Hinton, Peter Ferbrache, Derek Minter, Bob Brown, Eric Hinton and Bob Anderson (Nortons). John Surtees and John Hartle (MV Agustas), Ernst Hiller (B.M.W.) and Paddy Driver (Norton) have passed the camera*





Above: John Surtees on full song on the three-fifty MV four. Note how the lower side panel of his streamlining has scraped the road. Assen is an ear 'olers' paradise. Right: Cyril Smith (Norton) finishing fourth in the udecar event

500 c.c. events, made the racing dull for riders and spectators alike. In fact, a steady flow of enthusiasts began to wend their way homeward some 10 laps before the end of the 500 c.c. race (the last of the programme). Had production racing machines only been allowed to compete—had the racing been more evenly matched—the meeting would have commanded far greater interest.

On Friday the weather reports were decidedly pessimistic: wind and rain were forecast. But fortunately the expected storms hit Assen earlier than anticipated and race day dawned dry but cloudy. A fresh northerly breeze brought welcome relief from the muggy warmth of the preceding days.

The programme opened with the 250 c.c. event for which Provini came to the line odds-on favourite. In practice he had bettered the lap record by nearly half a second and had lapped some 4s faster than his nearest rival, Ubbiali. Ernst Degner on the East German MZ two-stroke twin had made third-best training lap and thus he joined the MV riders on the front row of the grid. Making the second rank were Dieter Falk (Adler), Mike Hailwood (N.S.U.) and Horst Kassner (N.S.U.).

The red light flashed on and the swarm of mechanics and officials, who for some minutes had been fussing around the riders and their machines, scurried to the edges of the black, tarred road. As the amber bulb glowed its warning, riders pulled their machines back against compression, lowered their goggles and, nervously shifting their feet, crouched in readiness to give a lunging heave.

Green! The roar was deafening as the 20-odd machines hurtled off toward Bedeldyk. Falk and Ubbiali led the pack. Degner and Sammy Miller (CZ) pushed to their pits, Miller to retire and Degner to get going two laps later.



With a lap completed, Ubbiali led from Provini by a couple of lengths. Falk was third and Horst Fügner (MZ) fourth. Behind came Harry Hinton (N.S.U.) followed by Hailwood. Seventh place was shared jointly by Siegfried Lohmann (Adler), Kassner and Dickie Dale (N.S.U.).

Ubbiali and Provini were setting a searing pace and after three laps were 13s ahead of Falk. On Lap 4 Provini passed Ubbiali, only to be relegated to second place again on Lap 6. Falk still lay a solitary third and Hailwood had moved up to fourth, though a long way behind. Arthur Wheeler (F.B. Mondial), Kassner and Günter Beer (Adler) occupied the next three places.

Lap 8 saw Provini gun the MV for all he was worth. He sailed past Ubbiali and at the end of the lap was 100 yards to the good. Another lap and he had doubled his advantage. Next time round the gap was the same. It seemed all over. But Ubbiali had speed in hand and on Lap 12 he reduced the deficit to 10 yards! Thus it remained until Lap 15 when, somehow, Ubbiali managed to get his nose

in front. With a lap to go, Ubbiali still led but by only a couple of yards. Then at the left-hander at Ramsboek—within sight of the finish—Ubbiali was balked by two slower riders. Provini saw an opening, hurtled through it and won by feet.

Discussions on the 350 c.c. race that followed centred not on who would fill the first two places—no one doubted the skill of Surtees and Hartle or the reliability of their four-cylinder MV Agustas—but on who would be third, fourth and fifth. Bob Anderson, Geoff Duke, Terry Shepherd, Eric Hinton, Jim Redman and Hailwood (Nortons) were separated by but 3.1s on practice times. A hectic scrap seemed in the offing.

Shepherd jumped the start by a good two seconds but it was Surtees followed by Redman and Anderson who led the pack through the ultra-fast, right-left S-bend at the end of the finishing straight. At the conclusion of the opening lap Surtees led, an almost unbelievable 10s

ahead of Hartle. Redman was third, Anderson fourth, Shepherd fifth and Eric Hinton sixth. Surtees forged ahead, gaining from 3s to 6s a lap on Hartle until, by the end of Lap 7, his lead was some 42s. Behind Hartle lay Anderson and Campbell. Derek Minter (Norton) was fifth and Eric Hinton sixth.

On the next lap Anderson, slowed by a locking-on front brake, gave way to Campbell who was riding with the verve that gained him the world's 350 c.c. championship last year. Hailwood, who had been working his way through the field, passed Hinton to take sixth place. On Lap 9 Duke pulled into the pits and retired. His Norton, which had an 80-bore engine and five-speed gear box, lacked acceleration and he had been able to gain no higher place than 15th.

Save for Anderson dropping behind Minter, Hailwood and, finally, Luigi Taveri (Norton), the order of the leaders was unaltered to the finish. Though Campbell tried all he knew, he remained an almost-constant 15s behind Hartle.

As the one-two-fives were pushed on to the grid, a hum of speculative chatter



ran through the stands opposite the pits. Round 2 of the battle begun in the Isle of Man between the double-knocker MV Agusta and the desmodromic Ducatis was about to start. First-round points had gone to MV. What would be the outcome of the second? Ducatis had entered five machines; there were only two MVs.

Three Ducatis were first off the line—those of Alberto Gandossi, Romolo Ferri and Taveri. Gandossi was the first to complete a lap, followed by Taveri. Ubbiali's MV Agusta lay a close third and his team-mate Provini was sandwiched in fifth place between Ferri and Dave Chadwick (Ducati).

Next time round, Taveri streaked past the pits a few yards in front of Gandossi. Ubbiali was third with Provini in his slipstream. On Lap 3 Provini displaced Ubbiali. Little more than five machines' lengths separated the first four! Then the fireworks started. On Lap 4 Ubbiali displayed the skill and racecraft for which he is famous and hammered his way into the lead. Provini, stung into desperate action by his stable-mate's dash, almost blasted Gandossi off the road to maintain his third place. Taveri lay second, but not for long—he repassed Ubbiali on the next lap.

Riding in the tightest of bunches, Taveri, Ubbiali and Provini gradually drew away from Gandossi. Behind them Chadwick lay a good fifth with Degner (MZ) sixth, Miller (Ducati) seventh and Fugner (MZ) eighth. For eight laps the order of the leading trio remained unchanged. On the penultimate lap Ubbiali decided to make his effort and squeezed past Taveri. Ubbiali stayed in front to the end but it was a close thing. Taveri could console himself with the fact that his fastest lap, at 78.72 m.p.h., was a record.

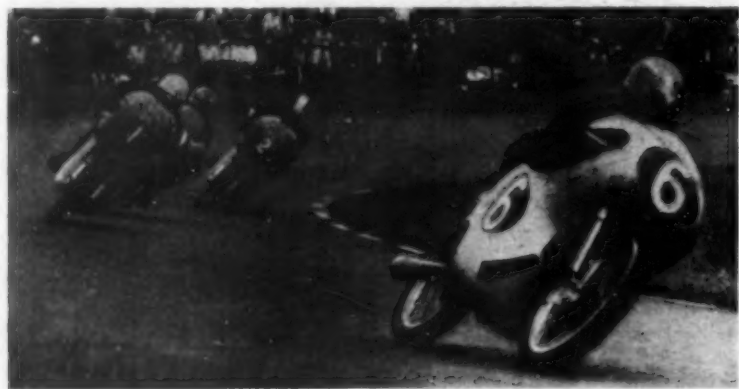
The anticipated battle in the sidecar event between B.M.W. stars Florian Camathias and Walter Schneider failed to materialize. Camathias got on top from the start and soon built up a commanding lead over his rival, who for the first six laps was hounded by Pip Harris (Norton). But Harris was yet again out of luck. He retired on Lap 7 with a broken oil pipe. Harris' misfortune let Helmut Fath (B.M.W.) into third place with Cyril Smith fourth. Behind Smith, Loni Neussner (B.M.W.) and Bill Boddice (Norton) delighted the crowd with an epic dice for fifth berth. After some eight laps of rather hectic sidecarring Boddice managed to draw clear. Thereafter the race was

merely a procession, though Camathias led it in dashing style.

Surtees, Hartle and Ernst Hiller (B.M.W.) shared the front row of the grid at the start of the 500 c.c. race. As expected of him, Surtees at once howled into the lead and after two laps lay way out in front some 8s ahead of Hartle. Hiller seemed well established in third place and Rhodesians Gerry Hocking and Jim Redman (Norton) were fighting it out for fourth position. The next four places were occupied by Minter, Anderson, Campbell and Shepherd (Nortons).

With eight laps gone, Surtees was 25s up on Hartle and Minter had moved up into third place ahead of Hiller. The order of the first three was to remain unchanged to the finish. Soon after Minter had overtaken Hiller, the German was engaged in a neck-and-neck struggle with Bob Anderson. The pair swapped places for nine laps before Anderson managed to pull away. But fate was cruel to Anderson on the last lap.

Duke (B.M.W.) made a mediocre start, but by the end of the 12th lap had worked his way up to seventh place. He retired on Lap 16 with front-brake trouble. It is possible that a new, larger-diameter brake may be ready in time for Sunday's Belgian Grand Prix.



Above: Lap 1 of the 125 c.c. Race. Romolo Ferri (Ducati) leads Carlo Ubbiali (MV Agusta), Dave Chadwick (Ducati) and Tarquinio Provini (MV Agusta). Below: Jim Redman (broom), Harry Hinton (exhaust pipe), Paddy Driver (bowler hat) and Eric Hinton (bare feet) augment the brass band during the ceremonial parade before racing begins



#### 500 c.c. Race—27 laps, 129.26 miles

|   | Time      | Speed  |
|---|-----------|--------|
|   | h m s     | m.p.h. |
| 1. J. Surtees (MV Agusta) ..  | 1 32 29.1 | 85.81  |
| 2. J. Hartle (MV Agusta) ..   | 1 34 15.1 | 82.25  |
| 3. D. Minter (Norton) ..  | 1 34 51.7 | 82.00  |
| 4. E. Hiller (B.M.W.) ..  | 1 34 56.5 | 81.61  |
| Completed 16 Laps.—R. G. McCutcheon (Norton), J. G. Hempleman (Norton), T. Phillis (Norton), R. N. Brown (Norton). Completed 25 Laps.—J. J. Ahern (Matchless), J. Brett (Norton). |           |        |
| Fastest Lap.—Surtees, 5m 21.9s, 85.51 m.p.h.  |           |        |

#### 250 c.c. Race—29 laps, 95.73 miles

|   | h m s        | m.p.h.       |
|---|--------------|--------------|
| 1. J. Surtees (MV Agusta) ..  | 1 10 33.2    | 81.37        |
| 2. J. Hartle (MV Agusta) ..   | 1 11 2.7     | 79.92        |
| 3. K. R. Campbell (Norton) ..   | 1 12 04.1    | 79.67        |
| 4. D. Minter (Norton) ..  | 1 12 18.5    | 79.40        |
| 5. S. M. B. Hallwood (Norton) ..  | 1 12 30.5    | 79.19        |
| 6. J. Taveri (Norton) ..  | 1 12 32.6    | 78.48        |
| 7. R. H. F. Anderson (Norton) ..  | 1h 13m 22.1s | 78.26 m.p.h. |
| 8. E. G. Driver (Norton) ..   | 1h 14m 33.5s | 77.35 m.p.h. |
| Completed 18 Laps.—R. P. Brown (Norton), J. G. Hempleman (Norton), P. Pawson (Norton), K. G. McCutcheon (A.J.S.), J. J. Ahern (A.J.S.), M. P. O'Rourke (Norton). Completed 14 Laps.—H. Kaurer (A.J.S.). |              |              |
| Fastest Lap.—Surtees, 5m 29s, 82.41 m.p.h.  |              |              |

#### 125 c.c. Race—17 laps, 61.38 miles

|  | h m s     | m.p.h. |
|--|-----------|--------|
| 1. T. Provini (MV Agusta) ..   | 1 28 41   | 77.85  |
| 2. C. Ubbiali (MV Agusta) ..   | 1 28 41.4 | 77.84  |
| 3. D. Falk (Adler) ..  | 1 4 01.2  | 76.23  |
| 4. S. M. B. Hallwood (N.S.U.) ..   | 1 4 47.6  | 75.31  |
| 5. A. P. Wheeler (P.B. Mondial) ..   | 1 5 21.7  | 74.66  |
| 6. H. Kaurer (N.S.U.) ..   | 1 6 13.5  | 73.69  |
| Completed 16 Laps.—G. Lohmann (Adler), R. Thunhammer (N.S.U.), G. Beer (Adler), K. J. Holthaus (N.S.U.), W. Reichert (N.S.U.). Completed 15 Laps.—P. Purslow (N.S.U.). |           |        |
| Fastest Lap.—Provini, 5m 51.2s, 81.55 m.p.h. (record).   |           |        |

#### 125 c.c. Race—14 laps, 67.92 miles

|  | h m s    | m.p.h.       |
|--|----------|--------------|
| 1. C. Ubbiali (MV Agusta) ..   | 51 52.2  | 77.51        |
| 2. T. Taveri (Ducati) ..   | 51 52.4  | 77.47        |
| 3. T. Provini (MV Agusta) ..   | 51 24.7  | 77.41        |
| 4. A. Gandossi (Ducati) ..   | 53 11.4  | 75.55        |
| 5. D. Chadwick (Ducati) ..   | 53 52.6  | 74.59        |
| 6. E. Degner (MZ) ..   | 54 45.3  | 73.40        |
| 7. S. H. Miller (Ducati) ..  | 55m 4.9s | 72.97 m.p.h. |
| 8. H. Fugner (MZ) ..   | 55m 9.9s | 72.86 m.p.h. |
| Completed 13 Laps.—R. Ferri (Ducati), S. M. B. Hallwood (Ducati), W. Scheidbauer (Ducati), P. Purslow (Ducati). Completed 12 Laps.—W. M. Webster (MV Agusta), J. Baughn (E.M.C.), J. Lenge (Ducati), J. W. Dakin (MV Agusta), G. A. du Pont (MV Agusta). |          |              |
| Fastest Lap.—Taveri, 5m 30.6s, 78.71 m.p.h. (record).  |          |              |

#### Sidecar Race—14 laps, 67.92 miles

|  | h m s   | m.p.h.       |
|--|---------|--------------|
| 1. P. Camathias (B.M.W.) ..  | 54 07.1 | 74.25        |
| 2. W. Schneider (B.M.W.) ..  | 54 33.2 | 73.66        |
| 3. H. Fath (B.M.W.) ..   | 55 00.4 | 72.97        |
| 4. C. Smith (Norton) ..  | 55 11.5 | 72.36        |
| 5. W. O. Boddice (Norton) ..   | 55 37.5 | 72.29        |
| 6. L. Neussner (B.M.W.) ..   | 55 37.3 | 72.24        |
| 7. E. Strub (B.M.W.) ..  | 56.9s   | 69.96 m.p.h. |
| Completed 13 Laps.—H. V. d. Wal (Norton). Fastest Lap.—Camathias, 5m 49.1s, 73.17 m.p.h. (record). |         |              |



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*for the Fourth Year in Succession*

**JUNIOR 1<sup>st</sup> RACE**  
*for the Second Year in Succession*

**Rider D. CURTIS**

497 c.c. Model G80CS

348 c.c. Model G3LCS

**MATCHLESS MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E.18**

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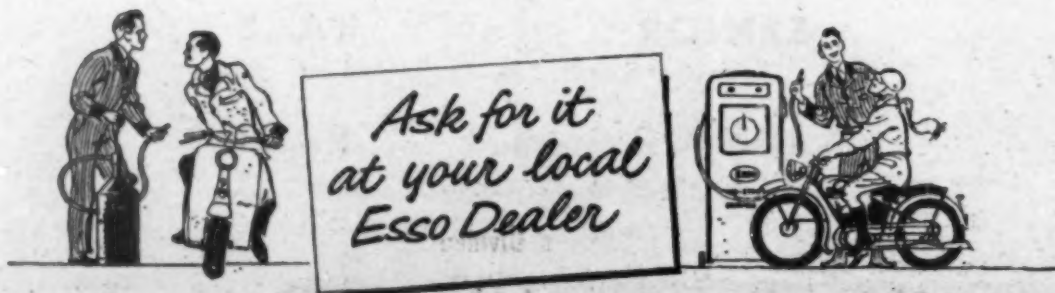
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Old machines in an old-world setting: passing the village green at Pillerton Hersey are G. S. Cheavin (1912 Douglas) and, in front, H. B. Wix (1911 Triumph)

## Cotswold Capers

Vintage Motor Cycles Find the Banbury Run Tough Going

FOR some years the cavalcade of motor-cycle history known as the Banbury Run has started and finished in the town itself. But congestion arising from ever-increasing entries brought its problems and, wisely, the Vintage Club chose a new venue at Honeybourne Aerodrome as the start and finish for last Sunday's event, the tenth in the annual series. The wide runways gave ample space for the 318 entries, and spectators could move around in comfort, admiring the gleaming brasswork of L. Moon's 1911 James or the glittering nickel of A. H. Foxton's 1912 B.S.A., and, perhaps, noting with surprise such real rarities as J. G. H. Dickins' 1913 Williamson—at 964 c.c. possibly the biggest flat twin ever built.

Though the starting point was unfamiliar, the Banbury Run could still lay claim to its title; only this year the riders went to Banbury, tackling on the way the old favourites of Dover's and Sunrising hills, and others even tougher along the steep Cotswold escarpment. As before, three different routes had been prepared varying in severity according to the age of the machines.

In blazing sunlight, between avenues of shirt-sleeved spectators, the first competitors were sent on their way by that grand old veteran Harold Karlslake, with J. P. Smith heading the procession on his unique three-wheels-in-line 1901 Slinger. But alas the Slinger was destined to return by van; true, it reached Banbury and all credit to it for that effort, but ignition bothers set in shortly after the turning point.

However, others were in difficulties even sooner. Within sight of the start J. E. Hampshire (1913 Triumph) stopped to dismantle the carburettor, while only a little way farther a rear-wheel puncture halted W. Fruin (1920 Norton). Both riders were to continue but R. G. Ridgway's ride ended near Halford when all three gears of his 1919 Triumph failed; even less lucky was A. J. Adams, whose 1921 Velocette caught fire.

"First on the route Dover's Hill caused

many an elderly engine to feel its age, but greater distress lay ahead—at Bakers Hill, for instance, where 27 stops were recorded, and not all of them in the veteran classes. Yet many of the vintage lightweights, such as C. A. Missen's 1920 Baby Triumph and Bertie Goodman's 1924 Velocette, seemed almost to sneer at the gradients.

And so to Banbury, and back by Ilmington and Saintbury to the Honeybourne runway, where polishing rags were used briskly before the judging began. Winner of the Sheldon Trophy, for the most technically interesting find of the year, was John Griffith, whose 1921 Hagg Tandem featured total enclosure, a sprung frame and a hand starting lever in addition to a sleeve-valve engine.

**Concours d'Elegance: Fordeas Trophy** (best in collection).—G. W. Hockney (1922 348 A.J.S.). **Sidcar Trophy**.—J. W. Robbs (1922 750 Bradbury). **Sheldon Trophy** (most technically interesting).—J. P. Griffith (1921 500 Hagg Tandem). **Class A** (up to 1907).—M. Leonard (1901 198 Dart). **Class B** (1908-1914).—A. H. Foxton (1912 495 B.S.A.). **Class C** (1915-1924).—J. H. Allen (1921 550 Triumph). **Class D** (1925-1930).—K. Colbidge (1925 348 Ner-a-Car).

**Head Section: First-class Awards: Class A**.—W. Grove (1909 300 Triumph). D. Pickering (1902 498 Dreadnought). C. C. Beckwith (1906 348 Rex). M. Leonard (1901 198 Dart). **Class B**.—A. B. Taylor (1914 744 Clarno sc). R. B. Giles (1913 495 P. and M.). A. Prince (1914 499 Sunbeam). A. R. Taylor (1915 298 New Imperial). G. P. H. Dyson (1911 495 Triumph). N. G. T. Smith (1912 499 Rudge). C. A. Kendra (1912 540 Douglas). E. Brockway (1913 348 Douglas). J. Kersey (1914 499 Triumph). D. Allen (1914 499 Triumph). R. L. Davis (1915 540 Douglas). W. Seal (1913 770 Sparkbrook sc). M. H. Seal (1914 211 Levis). A. E. Miles (1911 499 Rudge). W. H. Wildshire (1912 550 Triumph). E. E. Thompson (1914 499 Triumph). J. G. E. Dickins (1915 964 Williamson). A. E. Breeze (1914 348 Sunbeam). There were 28 first-class awards in Class C, and 33 in Class D.

### Honours Divided

BRILLIANT weather, close racing and a programme run off slickly more than compensated for any disappointment at Cadwell Park on Sunday caused by a "Sorry, can't make it" telegram received from

Mike Hailwood who had ridden in the Dutch Grand Prix on the previous day.

After R. Lawrence (B.S.A.) had held a short lead in the 350 c.c. event Peter Middleton (Norton) settled down in front to win very comfortably. Ken Patrick (Norton) held an unchallenged second place while Ted Sugden (Norton), Lawrence and Peter Davey (Norton) worked very hard to decide who should be third; honours were eventually decided in that order.

With Peter Middleton's Norton refusing to start in his heat of the 500 c.c. final, G. R. Holder (Norton) looked a likely winner. But heat lap times seldom reveal the whole story and the battle was mainly between Patrick and Davey. For two laps Davey led, then from the third to the seventh laps it was he who was doing the chasing. On the eighth descent of Coppice Hill he again edged in front but he could not stave off Patrick's strong finishing challenge.

Disdaining streamlining, R. A. Robinson's big Vincent twin surged away from his 500 c.c. opponents to capture a substantial lead in the sidcar scratch race. But what a fight there was behind him. R. E. Cheney (Norton) drove his way brilliantly through from sixth place after the first lap to second on the seventh.

Conceding 1m 15s to the first man sent off, Robinson finished third after being backmarker in the Sidcar Handicap. But in doing so he broke the sidcar lap record in 1m 13s. The previous best time of 1m 14.4s was set up by Pip Harris with a Norton outfit at the championship meeting last September.

**350 c.c. Race** (6 laps).—1, L. A. James (N.S.U.). 10m 54s. 2, D. F. Shorey (Norton). 3, T. E. Fenwick (Moto-Guzzi). **500 c.c. Race** (6 laps).—1, P. Middleton (Norton). 3m 45s. 2, R. Patrick (Norton). 3, T. E. Sugden (Norton). 1,000 c.c. **Sidcar Race** (8 laps).—1, R. A. Robinson (Vincent). 10m 39.2s. 2, R. E. Cheney (Norton). 3, L. E. Greenwood (Triumph). **Senior Race** (12 laps).—1, H. H. Patrick (Norton). 14m 20s. 2, P. A. Davey (Norton). 3, R. Lawrence (Norton). **Hag Cross Race** (for riders who had not competed before 1 January 1957). 5 laps.—1, D. F. Shorey (348 Norton). 10m 18.5s. 2, P. J. Stevens (348 B.S.A.). 3, W. Parker (499 B.S.A.). **Sidcar Handicap** (8 laps).—1, S. Nightingale (Norton). 10m 55s. 2, P. Wallis (B.S.A.). 3, R. A. Robinson (Vincent). **Vintage Race** (6 laps).—1, P. G. Crump (348 Velocette). 2, J. E. B. Fowler (499 Sunbeam). 3, P. J. Shivers (348 Velocette).

### Speed Trials

WHEN clubmen forgathered at Silverstone last Saturday for the M.C.C. high-speed trials, two days of continuous rain had left the track wet and greasy. However, under a rapidly clearing sky the programme opened with a one-hour event for solos of between 300 and 1,000 c.c. As the weather improved so the track—the meeting was held over the 1.6-mile Club circuit—began to dry out. But even so W. T. Adams jnr (Triumph) found an oily patch at Woodcote corner and fell heavily, causing following riders to take violent avoiding action. Adams was unhurt but out of the event.

Two more one-hour trials followed. In the first a large number of Vincents lapped in the region of 70 m.p.h. and that big-twin exponent, C. E. Mills, covered 41 laps—the greatest number recorded. F. H. Warr's blue and white 883 c.c. Harley-Davidson attracted a lot of attention but the single petrol-tank retaining bolt broke and Warr had to be content with a third-class award.

Morgan three-wheelers, sidcar outfits and scooters (plus one 49 c.c. Hom!) formed the centre of interest in the third event—though many spectators were surprised at the 58 m.p.h. average maintained by Maicoletta scooters handled by J. Dunn and J. Hornsby.

Two five-lap races gave R. Darby (B.S.A.) and P. Darvill (Vincent) victories in the 350 and unlimited c.c. events, respectively, but the handicapper applied a heavy hand in a combined event (49 to 1,000 c.c.!) and Dunn, again on his Maicoletta, won easily at 57.16 m.p.h.



# Sealed to Perfection

DISCUSSION ON THE ART OF MAKING OIL-TIGHT AND GAS-TIGHT JOINTS

By JIMMY SIMPSON Jnr

**P**ARTICULAR attention should be paid to making sound seals at the joint between the cylinder barrel and crankcase and at the carburettor joint. . . That rather terse statement appeared in my article on two-stroke maintenance in last week's issue. Easier said than done, some might say, but, frankly, making an oil-tight or gas-tight joint is simply a matter of care. No magic is involved.

In nine cases out of ten, if a joint such as that between the rocker box and cylinder head or between the timing chest and its cover leaks, it is because the joint faces were not properly cleaned before the joint was made. Scraping off the old gasket and removing every trace of jointing compound with a razor blade may be a tedious task but the time and energy spent are well worth while. The joint will be sound only if the joint faces are in perfect contact with the gasket.

Another factor is that burrs on the edges of a joint face may prevent perfect contact being obtained. The cure is to file them off with a fine file—and please use it gently: metal is easy to remove but

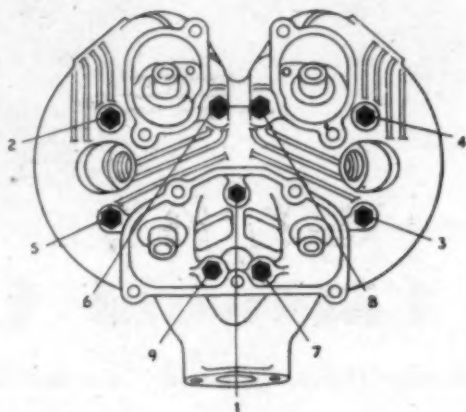
are scrupulously clean and free from burrs and a new gasket has been used, the trouble is more than likely that one of the parts is distorted. Checking for distortion is best done by laying the part on a sheet of plate glass, when any irregularity should be seen. Note that I specify *plate* glass, which is perfectly flat; ordinary window glass is very rarely so. In the absence of plate glass, the truth of a joint face can often be verified with a straight edge (an engineer's steel rule is satisfactory).

Putting matters right is not quite so easy. On occasion I have trued up small items such as rocker-box covers and carburettor flanges by rubbing them down on a piece of emery cloth laid over a sheet of plate glass. To prevent the emery rucking up and creasing, the ends are folded under the glass and secured with adhesive cellophane tape. An alternative scheme is to smear the glass with fine grinding paste diluted with paraffin.

Whichever method is employed, remember to support the glass on a flat surface or breakage may occur. In the case of a sizeable part such as a light-alloy chaincase cover, unless you have a really large sheet of plate glass the best plan may be to put the job in the hands of a local engineering firm.

But the real answer to distortion is to prevent it. Invariably the cause is that screws or nuts have been tightened unevenly, over-tightened, or both. When refitting, say, a timing-chest cover make a practice of first replacing all the screws so that they are barely finger-tight. Then, beginning half way along the cover and working diagonally outward to each end, tighten each screw a quarter turn at a time until the job is completed. By that means pressure over the whole cover is kept practically constant and the risk of distortion is eliminated.

Of course, as mentioned last week, the foregoing procedure must also be followed when tightening down cylinder-head bolts or nuts. In that case the sequence to adopt is usually clearly stated in the machine's instruction book.



Above: Cylinder-head nuts or bolts should be tightened each a fraction of a turn at a time in a sequence to ensure even pulling down. The example shown is for a B.S.A. twin. Below: Careful filing to remove a burr from a joint face

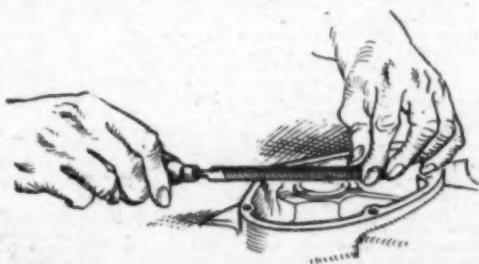


Scraping the remains of an old paper gasket from around the base of a stud with a razor blade

impossible to replace. When working on light-alloy parts I usually employ a nail file.

Where a machine has seen long service it may be found, especially with light-alloy components, that the edges of stud and screw holes stand proud of the surrounding metal—the result of the pull exerted by the studs or screws. It is, of course, possible to level off such blemishes with a fine file but I prefer to countersink the holes slightly, using a drill with a rose bit. Such a bit can be bought quite cheaply from tool stores, and countersinking has the great advantage that the thread will not pull up again. Take care to keep the drill vertical and use only light pressure. A few twirls are usually sufficient to do the trick.

If a joint leaks, even though the surfaces



Once you have made sure that the faces are clean, smooth and flat, making the joint is child's play. Nowadays, gaskets are cheap and hence I always use new ones even though the originals may appear sound enough. Before making the joint it is always worth while to offer up a new gasket to the part concerned to make sure that all the holes line up and that any oilways are not obscured.

Theoretically there should be no need to use jointing compound if the surfaces are beyond reproach, but I prefer to play safe and smear a thin, even film of compound on to the joint faces with my little finger. There is no point in slapping on the compound haphazardly, for the surplus will be squeezed out and make a mess when the nuts or screws are tightened. Many folk are undecided



# The Dutch

## T.T.

28th June, 1958

## AVON TYRES AGAIN SWEEP THE BOARD

# 1st 2nd 3rd

in all four solo events

following similar sweeping victory in the  
1958 T.T. Races

### 500 c.c.

1. J. Surtees.....(MV Agusta)
2. J. Hartle .....(MV Agusta)
3. D. Minter .....(Norton)

Record average 83.81 m.p.h.

(J. Surtees)

### 350 c.c.

1. J. Surtees.....(MV Agusta)
2. J. Hartle..... (MV Agusta)
3. K. Campbell .....(Norton)

### 125 c.c.

1. C. Ubbiali ... (MV Agusta)
2. L. Taveri .....(Ducati)
3. T. Provini ... (MV Agusta)

Record average 77.51 m.p.h.

(C. Ubbiali)

Record lap 78.71 m.p.h. (L. Taveri)

### 250 c.c.

1. T. Provini ... (MV Agusta)
2. C. Ubbiali ... (MV Agusta)
3. D. Falk .....(Adler)

Record lap 81.55 m.p.h. (T. Provini)

(Subject to official confirmation)



WINNERS OF SENIOR AND JUNIOR T.T. 7 TIMES IN LAST 8 YEARS

# **SHELL WIN AGAIN**



## **COTSWOLD SCRAMBLE**

**BEST PERFORMANCE 126/200c.c. SOLO**

**GREEVES D. Bickers**

**BEST PERFORMANCE 201/250c.c. SOLO**

**GREEVES D. Bickers**



**USING SHELL WITH ICA**

(Subject to official confirmation)



whether to use a jointing compound that sets hard or employ the non-setting variety. I favour the latter on the grounds that when the joint has to be remade the preliminary cleaning-up process is very much easier.

After applying the jointing compound, allow a couple of minutes for it to become tacky, then smooth the gasket on to one of the parts and assemble. Any surplus compound can be cleaned off with a rag moistened with petrol.

Some enthusiasts favour applying compound only to the parent face—not to that of the cover—then fitting the gasket and smearing its dry face lightly with oil before putting on the cover and tightening up. The idea is that the cover can then be removed on future occasions without disturbing the gasket or harming the joint. The hard-setting variety of compound is best and, given a perfect cover face, the scheme works well.

In the event of a gasket not being available, making one presents few difficulties. Cartridge paper is the best material or, failing that, good-quality, stiff, crease-free brown paper is quite satisfactory. First step is to lay the paper over the joint face, whereupon the outline of the joint can be traced on to the paper by pressing it down over the edges of the face. The positions of the various holes are marked by pressing the paper into them with a finger-tip.

Most accurate method of cutting out the gasket is to pin it to a drawing board with drawing pins and use a razor blade. For cutting the holes I use a razor blade broken so that it has a fine point.

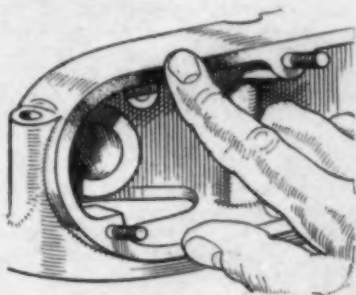
Probably the most important joint in the engine is that at the cylinder head which may utilize a solid copper or a copper/asbestos gasket or be of the metal-to-metal variety. In the last case a gas-tight seal is obtained by grinding the head on to the barrel with fine grinding paste. Copper hardens in use and hence a solid copper gasket should be annealed before being used again. That is done by heating it to cherry red and then quenching it in a bath of cold water. If the gasket is not softened in that way it may leak.

Annealing is neither possible nor necessary with a copper/asbestos gasket which, provided the asbestos is sound and there are no signs of burnt oil on the faces, can be used over and over again.

Where a ground cylinder-head joint is employed, I always make a point of lapping the joint before refitting the head. With the barrel suitably supported, the drill is to smear a little fine grinding paste on the head joint face, press the head on to the barrel and turn the head to and fro as if grinding-in a valve. Don't forget to remove all traces of grinding paste from both head and barrel before assembling.

An annoying source of messiness is a leaky oil-tank filler cap. If the cap is of screw type the solution lies in replacing the washer with one of softer material. If you take the cap along to your local accessory stockist you will probably find that he has a suitable washer—most likely intended for a completely different application. A machine I once owned had

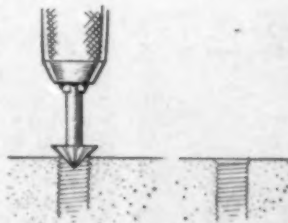
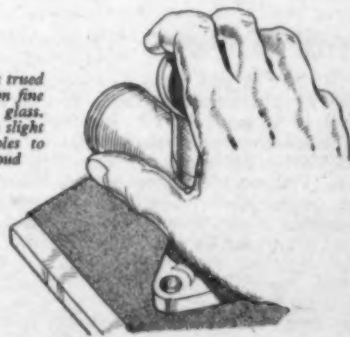
*Right: A thin, even layer of jointing compound is smeared on to the joint face of a rocker box with a finger*



*Below: Marking out a home-made gasket by laying a sheet of cartridge paper on the joint face and running a finger and thumb around the edges*



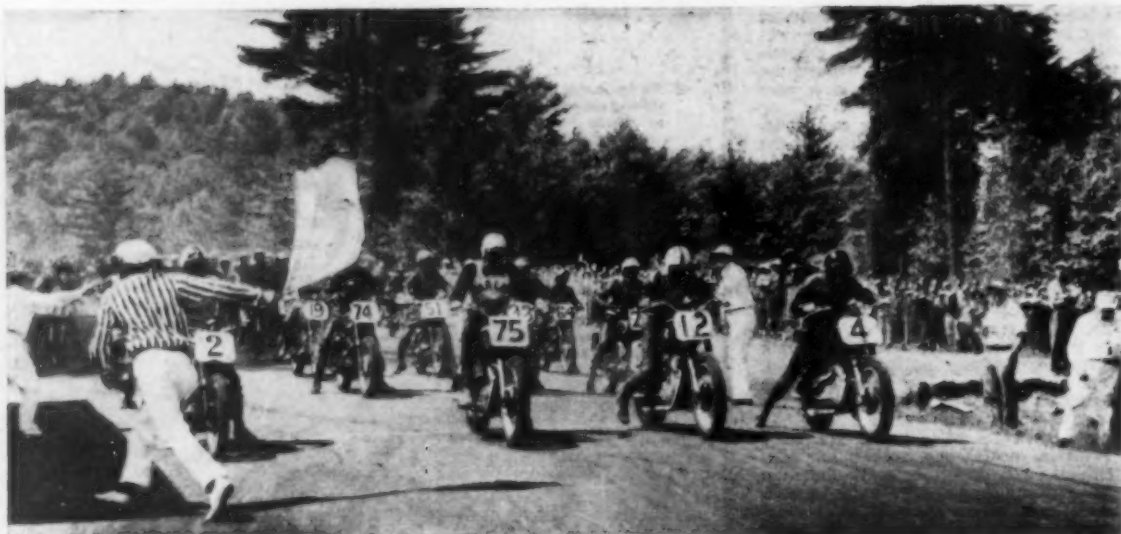
*Right: A distorted carburettor flange is trued by lapping it with a circular motion on fine emery cloth laid on a sheet of plate glass.*  
*Below: Employing a rose bit to give a slight countersink to the edges of screw holes to prevent the metal from standing proud*



a bayonet-type cap which leaked profusely until I packed it with a couple of leather washers cut from the gauntlets of a pair of worn-out riding gloves.

One last point. Joints can never be made properly if the slots in screw heads have become chewed through careless work and nut and bolt heads are circular rather than hexagonal. New nuts, bolts and screws cost only a few shillings and are well worth the expense. Having

bought new ones, keep them in condition by using good, correctly fitting spanners and a screwdriver of the appropriate size. Remember that where the screwdriver blade engages with the slot in the screw its faces should be nearly parallel. The tip should be square and its corners sharp. Furthermore, if the tip is not wide enough and thick enough to fill the slot, the slot will soon be ruined by the blade riding out of it under pressure.



Start of the U.S. Laconia 100-mile Championship reported briefly in last week's issue. Clutches bite as the flagman streaks for safety. Brad Andres, the winner, is on the right. In the adjacent picture a group of riders relax before the race

## ON THE FOUR WINDS

By "NITOR"

### OSCAR FOR GIBBES

How ambitious are you? How much effort are you prepared to put into an endeavour to succeed in your job, sport or hobby? The answer, because you are a motor cyclist, is probably "a great deal!" But few, I bet, would willingly put themselves out as much as that errant young Australian Tim Gibbes did during the period of the International Six Days' Trial team-selection tests in Wales. He rode in the tests on the Wednesday, Thursday and Friday and stayed on to ride in the Welsh Trophy Trial the next day, Saturday. That over he leaped into his van and turned up 21 hours later at Imola, in Italy, for the Italian Moto-Cross Grand Prix. For his effort I award Gibbes the Nitorian Oscar for Endeavour, first class, for the last 12-month period. How many miles did he cover? Over 800!

### UPWARD, PLEASE

Speaking at the A.A. luncheon last week, Prince Philip made a point that will appeal particularly to motor cyclists. He suggested that the exhaust pipes of vehicles with diesel engines should lead upward instead of to the side. The clouds of black smoke from diesels were, he thought, a menace to drivers who wanted to overtake. I say that these clouds are a menace to health as well. And motor cyclists get the worst of them. It is just about time the police really used the powers they already have to stop smoky diesel exhausts, and if Prince Philip's appeal can arouse the Minister of Transport to legislate for directing the stink above nose level everyone will be pleased—including pedestrians. Prince Philip also made a few scathing comments on the "extraordinary way roundabouts hold up traffic." His solution was for main roads to run through roundabouts at peak traffic periods while subsidiary road traffic waited. At

normal times the through sections would be closed by barriers. On the roads problem generally Prince Philip thought that so much has been said and written about it that we were in danger of losing sight of the objectives. These he defined as: (a) free and safe flow of traffic; (b) accident prevention; (c) space to park at the end of the journey. I hope this list will catch the eye of the experts who are so fond of suggesting piffling palliatives.

### A FURTHER STUNT?

In that category I put the latest M.o.T. scheme for yet another variant of pedestrian crossing. When a pedestrian pushes a button amber lights below black-striped beacons will flash as a warning to drivers. A sign for the ped will show "wait." After a period of five or seven seconds the "wait" signal will be extinguished and a green signal will shine to inform the ped that he has the same right of precedence as at a normal zebra crossing. After a pre-set period the flashing of the lamps speeds and then goes out—the operation is over! We already have zebra crossings; non-zebras at normal traffic lights; pedestrian-actuated lights to stop traffic positively. Do we really need this further complication? These slightly different pedestrian-actuated crossings, to be known as zig-zags, will be installed where pedestrian demand is small or is heavy only for limited periods, or where traffic is heavy only for short peak periods. I cannot see how ordinary zebras fail in these special circumstances.

### NINA BAXTER PASSES

There has just died a motor cyclist of note, Nina Prentice, who, as Nina Baxter, rode a Rex in days when women motor cyclists were regarded as extremely unusual and not quite



proper. Sammy Davis tells me that her enthusiasm for the game was fostered in every way by her brother, Felix, who competed in the 1910 T.T. with a Rex and afterwards won the V.C. in the 1914-1918 war. Small, but very determined, Nina rode with great verve a machine almost larger than herself, and, when confronted with difficulties, absolutely refused to give in. As the family was not altogether pleased with motor cycling for girls, various wonderful stratagems were evolved, quite often to disguise the all-too-visible evidence of a fall. Those who remember the early trials will recall also the small figure, always dressed in a white macintosh, which strove mightily with all and every obstacle. Her husband was D. G. Prentice, himself a motor cyclist of note who rode in six T.T.s. The many women motor cyclists of today owe more than they realize to pioneers such as Nina.

**ROAD SAFETY BADGE** Widespread enthusiasm is being vouchsafed a so-called Road Safety Badge Scheme being operated through all A.C.U. affiliated clubs. The aim is to foster among the tens of thousands of clubmen such faultless and considerate road behaviour as will provide an example to all who see them in the saddle. Each club has been invited to nominate a member who, in accordance with a directive issued by the A.C.U., has been judged by his club committee to be the most deserving of an award. Should a decision prove difficult, clubs may submit the names of three members, together with details, to a panel of judges appointed by the Union. Closing date for entries is September 1. Each winner will receive an attractive machine badge presented to the A.C.U. by Shell-Mex and B.P. It is only human to want to show, in however modest a way, that one excels at something or other. The scheme is bound to succeed—and bound to do much to promote roadcraft among clubmen.

**THRUXTON POSTSCRIPT** And so the myth that the three-fifty single is the best proposition for the Thruxton 500-Mile Race (previously the Nine-Hour Race) has been disproved. The Hailwood-Shorey win was a perfect example of skilled, sensible riding allied with a high standard of reliability and pit organization. This year not only did no three-fifty finish in the first six but the fastest three-fifty completed 199 laps, nine fewer than achieved by the sixth finisher and 31 fewer than

recorded by the winning machine. My guess is that the three-fifty single—magnificent a machine though it undoubtedly is, and its past successes notwithstanding—has had its day in the unique long-distance fixture that is rapidly becoming a classic. For my own part I want the 500-miler to receive the utmost encouragement. With the organizational loose ends tidied up, the fixture next year will be a genuine wow. And our roadster models will benefit from the lessons learned each succeeding year.

**LOOKING FORWARD** I notice that at least one famous tent manufacturer is experimenting with silicone-proofed Terylene as a tent fabric. So far, he claims to have found it very successful—waterproof, strong and superbly light. But here's the snag. He will not be sufficiently satisfied until a few more years have passed; in other words, he feels that the test of time is as important as the tests of weather, weight and so on. There you have a pointer for anyone contemplating buying a tent for the summer vac. Get one that will see you through more than your holiday this year—in other words, in a material that may be expected to last.

**ADVENTURE AHEAD** How many of you would like to change places with Mrs. Nora Traynor and Miss Maureen Towler, two members of the London Ladies' Club? The photograph below shows them in Regent's Park before setting off on a world tour which will last for more than three years. Their route leads south-east, through Yugoslavia, Greece, Turkey and Iran to Pakistan and India, then on to Australia, New Zealand and Canada, after which they will work their way southward through the Americas. Three-fifty Nortons of 1956 vintage are being used by these intrepid and fortunate lasses; the machines have been fitted with pannier equipment on specially strengthened mountings embodying safety bars. An interesting detail is the neat attachment of two containers for spare fuel on the safety bars, ahead of the panniers. The containers are ordinary one-gallon oil tins reinforced by Ken Craven with a covering of glass cloth and resin.

*The two adventurous misses whose tour is mentioned in the paragraph above. They will be away for three years*





## COMPETITION COMMENTARY

## Those Tests!

Backward Glance at the Welsh Three-Day Trial  
Slipshod Rules

By RALPH VENABLES

**D**ON'T be too despondent over that crop of failures in the International Six Days' Trial team-selection tests. Of the two dozen invited riders no fewer than nine retired—and that, mark you, was in a three-day trial, not a six! But each test tells the same story. A few manufacturers really make an effort to have their proposed I.S.D.T. models prepared in time. Others appear to be happy to settle for hacks and to buckle down to building their I.S.D.T. machines after the team selections have been made. Are we likely to have lightweights in the British Trophy or Vase teams this year? I particularly liked the look of those trim little Greeves models—and look at what Pat Brittain did with one!

**T**HE talent revealed by two of the new boys—Triss Sharp (249 Francis-Barnett) and Roy Peplow (498 Triumph)—was most heartening. My personal selection for the Trophy team is Bob Manns (A.J.S.), John Giles (Triumph), John Brittain (Royal Enfield), Brian Martin (B.S.A.), Ken Heanes (Triumph), and either Dave Curtis or Sid Wicken (Matchless). Both Curtis and Wicken rode ordinary one-day trials machines—a factor which tended to defeat the object of the tests.

**N**OBODY would have thought the worse of John Houghton had he been just a wee bit smug at the finish of the three days, for he was the only rider at the higher speed schedule to get through without loss of marks. Yet he was not among the I.S.D.T. aspirants. If he had been one of the invited élite he would, of course, have been faced with two or three mechanical tests each day—tests which occupied precious minutes and resulted in everyone except Triss Sharp and John Giles losing marks on time.

**T**HERE was a regrettable instance of slipshod wording in the regulations of the three-day event which affected Eric Chilton (649 Triumph), a regular I.S.D.T. competitor. Through failing to see line B in one of the special tests (a go-stop-go affair) he did not carry out this particular test in accordance with the regulations. The times of all special tests were added together to decide ties, but Eric's time was null and void because he had failed this one test. So what happened? The organizers decreed that he be penalized one mark, which ruled out all hope of the premier award or capacity class cup—and he was entitled to hope, since he otherwise had a clean sheet. Yet the only paragraph in the regulations on

*Kaj Bounebusch, the Swedish scrambler who has presented a trophy to the Portsmouth Club, in action at a Beauharnais Scramble (see second-last paragraph in Column 3)*

marking in the tests was one that referred to "performing a number of special tests with penalties for failure." What penalties. The regs. did not say! How can the Auto-Cycle Union pass regulations like that as satisfactory? One of its prime functions is to look for such loopholes and ensure that they are rectified before a permit is granted. Vague and inadequate working of regulations exasperates competitors and leads to endless argument (often to the discomfiture of officials in no way to blame). Only last Saturday there was an open-to-centre road trial, the regulations for which contained the following vagary: "Marks will be lost for not observing the Highway Code." No precise penalties were specified, so a clerk of the course with a warped sense of humour could have decreed that a competitor not stopping at a Halt sign should lose a thousand marks!

**R**IDICULOUS, isn't it? As ridiculous as the familiar clause which simply states: "Inspection of observed sections is prohibited." What happens to a competitor who does inspect a hill. Not once in a blue moon do you find any penalty laid down. Have you ever studied the instructions for special tests in many open-to-centre trials? Here is an example I encountered last month: "Competitors will start from Line A and proceed to Line B." But how far is it from A to B? Is it a dead-engine or clutch start? Are competitors required to proceed as quickly as possible or as slowly as possible? Is it a flying start? Is it a flying finish, or are riders supposed to stop astride the line? The need today is for the A.C.U. to publish recommended wording for, say, a dozen special tests—wording which any incompetent organizer could incorporate in his regs.

**T**ALKING of regulations, the other day I came across those issued for the first trial in which I ever rode, a North Hants Club event on 12 July 1931 (yes—27 years ago!). Penalties were equated in just one cryptic line, thus: "You start with 100 marks; stopping ten marks,

footing five marks." I recall all too clearly that I stopped 12 times, thereby dropping 20 marks more than possible! I spared the officials an embarrassing dilemma by retiring just before the finish, in company with the late Perce Simon.

**A**T the muddy Midgham Scramble the other day, Frank Wilkins was showing me some Swedish newspapers in which were graphic accounts (and pictures) of his duel with the hitherto unbeaten Danish sidecar champion Egor Walther at the Knutsthorp Scramble in Sweden on June 1. Wilkins, passengered as usual by Kay Saunio, was the winner—with Walther second and Gerald Clements third. Until my chat with Frank I had had no idea there was so much enthusiasm for sidecar scrambling in Sweden. Over a dozen outfits were there to give Wilkins and Clements a run for their money at Knutsthorp (which, incidentally, is to be the venue for this year's Moto-Cross des Nations on September 7).

**M**ANY readers will remember young Kaj Bounebusch, the Swedish scrambler who raced a B.S.A. with such success in England last winter. In return for hospitality shown to him by the Portsmouth Club, Bounebusch has donated a handsome cup to be awarded to the winner of the Portsmouth Scramble at Idsworth on August 3—and he is flying over from Sweden to present it! Known in England only as a solo rider, Kaj will bring with him a B.S.A. sidecar outfit this time and compete in several scrambles here during late July and early August.

**F**OLLOWING the lead set by Bill Nilsson, Gordon Jackson is busy building himself a scrambles special with an A.J.S. 7R engine. He hopes to have it whizzing by the end of this month, so watch out!



# Cotswold Scramble

## SENIOR RACE

**1st** D. G. CURTIS  
MATCHLESS

## JUNIOR RACE

**1st** D. G. CURTIS  
MATCHLESS

## LIGHTWEIGHT RACE

**1st** D. BICKERS  
GREEVES

## ULTRA-LIGHTWEIGHT RACE

**1st** D. BICKERS  
GREEVES

# Moto Cross Grand Prix of Italy

**Winner** - - S. LUNDIN - - MONARK

(Subject to official confirmation)



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LIKE SUCCESS!**

The comfort, safety and complete dependability Dunlop tyres give to the everyday rider stem from experience gained in racing, trials and scrambles. That's why you can, with confidence, fit Dunlop—for your kind of riding!

**DUNLOP**  
*built better to last longer*



# Mobil winners

## DUTCH GRAND PRIX

500 c.c.

**1st J. SURTEES - - - - - MV AGUSTA**  
83.81 m.p.h.

350 c.c.

**1st J. SURTEES - - - - - MV AGUSTA**  
81.37 m.p.h.

250 c.c.

**1st T. PROVINI - - - - - MV AGUSTA**  
77.85 m.p.h.

125 c.c.

**1st C. UBBIALI - - - - - MV AGUSTA**  
77.51 m.p.h.

## COTSWOLD SCRAMBLE

SENIOR **1st D. G. CURTIS - - - 498 c.c. MATCHLESS**

JUNIOR **1st D. G. CURTIS - - - 347 c.c. MATCHLESS**

*All on Mobilgas and Mobiloil*

Mobil is official motor oil

# Mobilgas • Mobiloil

TWO WINNERS

**Mobil**

WHATEVER YOU RIDE



# Inches-apart Racing

Keen Sport in Fine Weather at Aintree : Ken Patrick the Star

THE weather man slipped up last Saturday and forgot to order the deluge he usually lays on for road-race meetings at Aintree. The sun beamed all the long afternoon. And with the absence of the acknowledged stars (they were at the Dutch Grand Prix) the finalists were evenly matched and provided superb, inches-apart racing. The meeting was the second over the 1.64-mile Club Circuit organized by the Waterloo Club and it attracted over 200 riders.

What an afternoon of excitement it was. Imagine, if you can, a turn that keeps on going, becoming ever tighter and slower as round and round it goes . . . and 15 to 20 machines all trying to use the same few square yards of road at the same time. It was only the fact that the furrows in the potato field were in line with the exit from the turn that saved many a man from near disaster. Despite all the agricultural investigation that took place, no one was badly hurt.

Star of the meeting proved to be Yorkshire draughtsman Ken Patrick (Nortons). His was a pattern no one could copy, for he rode beautifully into first place in both the 350 and 500 c.c. finals. In the seven-lap 500 c.c. final he stormed into a first-lap lead and stayed there in front of Ray Fay. A few seconds behind, Allan Shepherd snatched third place from B. Lawrence, only to find Alan Holmes breathing down his neck. Then Shepherd lost two places while racing on the grass, to allow Holmes and Lawrence to lead him over the line, with Louis Carr sixth. All were on Nortons.

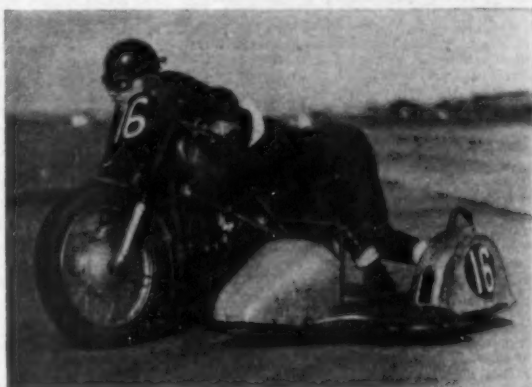
The 350 c.c. final was made up of the first five riders from each of five heats of over 20 competitors. J. A. Owen (A.J.S.) was the first-lap leader, but Patrick and Holmes soon put a stop to that. Off went these two, only

inches apart, while the rest tramped on *en masse*. At one point Holmes got his nose ahead, but he was on the wrong line and the machines touched as Patrick went ahead again to win by half a second. Only seconds apart to the rear as the chequered flag danced in the breeze were Fay, Ted Sugden, Tom Thorpe (Nortons) and Lawrence (B.S.A.).

The 150 c.c. Race brought a 5s win for Dan Shorey (Triumph), but the 250 c.c. final was a much closer affair with only 1.5s dividing the first three. L. A. James (N.S.U.) was the initial leader, but J. Murgatroyd and Shorey (Velocettes) both overtook him.

E. Pickup (Norton) was a decisive Sidcar

Shot from the right-hand sweep known as Club Corner. Driver of the J.A.P.-powered Norton is F. Bleas and the sidcar occupant H. Jones



Race winner and took second place from scratch in the handicap.

Despite the somewhat droll machinery, and the equally droll lines some riders took on the corners, the standard of riding in the main was really good. However, these "training-ground meetings" may now come to an end—poor spectator support meant that the Waterloo Club faces a financial loss.

150 c.c. Race (5 laps).—1. D. F. Shorey (Triumph), 7m 22s; 2. C. Percival (MV Agusta); 3. W. A. Smith (MV Agusta). Fastest Lap.—Shorey, 68.05 m.p.h. 250 c.c. Race (7 laps).—1. J. Murgatroyd (Velocette), 5m 14.6s; 2. D. F. Shorey (Velocette); 3. L. A. James (N.S.U.). Fastest Lap.—James, 77.60 m.p.h. 350 c.c. Race (7 laps).—1. K. H. Patrick (Norton), 6m 45.4s; 2. A. W. Holmes (Norton); 3. R. Fay (Norton). Fastest Lap.—Patrick, 80.88 m.p.h.

500 c.c. Race (7 laps).—1. K. H. Patrick (Norton), 8m 24.2s; 2. R. Fay (Norton); 3. A. W. Holmes (Norton). Fastest Lap.—Patrick, 84.34 m.p.h. Sidcar Scratch Race (5 laps).—1. E. Pickup (Norton), 11m 3.6s; 2. F. Taylor (Norton); 3. S. Nightingale (Norton). Fastest Lap.—Taylor, 75.69 m.p.h. Sidcar Handicap Race (5 laps).—1. S. Nightingale (Norton), 11m 3.6s; 2. E. Pickup (Norton); 3. B. G. Cross (Norton). Fastest Lap.—Nightingale, 75.69 m.p.h.

## Thirsk Thrills

BILL NILSSON kept the crowd on tiptoe at the Thirsk Grand National last Sunday. He won the main event and gave a display that the multitude of enthusiasts lining the hilly three-quarter-mile Bolby course will remember for many a month. In the other two finals, however, major delays in the deep, boggy mud at the bottom of the course kept him out of the first three.

Of the 60 competitors, Dave Curtis (Matchless) was the only rider who could really challenge Nilsson. Army service man Arthur Lampkin was unable to attend.

In the 12-lap Grand National Nilsson, on the 480 c.c. bored-out 7R A.J.S. with a modified frame and B.S.A. gear box, set off in close company with Swedish compatriot Gunnar Johansson (B.S.A.), Ron Langston (Ariel), Peter Taft and Brian Martin (B.S.A.) and Curtis. By Lap 3 Langston was 50 yards behind Nilsson in second place, Johansson having taken a mud bath. By Lap 8 Curtis was in second place and rapidly closing on the flying Swede. Then, as the flag man made sure his chequered banner was ready for action, Curtis steamed into the lead. Whether Curtis would have won had he not missed a gear change is something to argue about, but there was no doubt about Nilsson being in front at the finish.

Curtis had an ample share of the spoils just the same, for he won the 350 c.c. event and also the race for the 20 fastest riders.

Thirsk Grand National (12 laps).—1. B. Nilsson (480 A.J.S.); 2. D. O. Curtis (498 Matchless); 3.

R. J. Langston (497 Ariel); 4. B. W. Martin (409 B.S.A.).

350 c.c. Race.—1. J. M. Robinson (Dot); 2. J. D. Stallard (Triumph); 3. B. Tate (Francis-Barnett). 350 c.c. Race.—1. D. O. Curtis (Matchless); 2. P. R. Taft (B.S.A.); 3. R. Preston (B.S.A.). 1,000 c.c. Race.—1. O. Johansson (409 B.S.A.-Crescent); 2. R. J. Langston (497 Ariel); 3. B. W. Martin (498 B.S.A.). Twenty Fastest.—1. Curtis (Matchless); 2. J. Burton (B.S.A.); 3. Martin (B.S.A.).

## Bemsee Sprint

AT the combined motor-cycle and car sprint meeting at Long Marston Airfield, Warwickshire, on Sunday, organized jointly by B.M.C.R.C. and the Evesham Car Club, the motor cycles established their superiority in no uncertain manner. The course record was shattered eight times.

Fractions of seconds only separated the five-hundredths. Such times as 25.4s and 25.5s left the winner in doubt. Barry Briggs (498 Douglas) made the best of his new engine and gave the crowd a thrill by almost becoming airborne. Then, on a Manx Norton, R. J. Harrison returned 24.6s.

George Brown (Vincent) was in fine fettle for the 1,000 c.c. class. The record took a severe caning when he lowered it to 20.3s and Charlie Rous (Vincent) failed to beat him by a mere fifth of a second. Francis Williams (994 Norton-J.A.P.) and John MacDonald (Vincent) returned 21.4s and 21.6s respectively. The Rous Vincent then had its chair put on and made best sidcar performance. As Brown and Rous made best times of the day in their respective classes they were ineligible for class awards.

350 c.c. Class.—1. A. W. O. Walczak (B.S.A.), 27.5s; 2. D. Williams (B.S.A.); 3. J. T. Terry (244 Ariel) and E. A. Woods (Norton). 500 c.c. Class.—1. R. J. Harrison (Norton), 24.6s; 2. O. W. Breach (Vincent); 3. P. J. Tucker (Rudge) and H. A. Voice (Excelsior).

1,000 c.c. Class.—1. C. W. Rous (Vincent), 20.4s; 2. P. J. Williams (Norton-J.A.P.); 3. D. J. L. MacDonald (994 Vincent). Sidcars and Three-wheelers.—1. M. S. L. Brierley (Methamion), 26.2s; 2. C. Hale (Hale); 3. W. O. Otterell (Vincent).

Best Solo Time of Day.—O. Brown (Vincent), 20.3s (record). Best Sidcar Time of Day.—C. W. Rous (Vincent), 24.6s.

## McIntyre Double

BOB MCINTYRE, a late entrant, scored a double at the second meeting of the season at Charterhall on Sunday. The lineup was impressive in the two handicap races. In the first, the starter was still on the grid to give the five-hundredths the go when the limit man not through. In the sidcar scratch race E. Pickup and J. Briggs looked likely winners on their Norton outfit until mechanical trouble forced them out.

350 c.c. Race.—1. J. Murgatroyd (Velocette), 57.5 m.p.h.; 2. C. Bruce (Velocette); 3. B. Anderson (Velocette). 250 c.c. Race.—1. D. Pratt (Norton), 75.7 m.p.h.; 2. J. Bushan (Norton); 3. M. G. Hall (Norton). Sidcar B.—1. R. McIntyre (Norton), 74 m.p.h.; 2. L. Carr (A.J.S.); 3. R. Graham (Norton). 500 c.c. Race.—1. R. McIntyre (Norton), 76 m.p.h.; 2. J. Bushan (Norton); 3. A. MacAllister (B.S.A.).

Solo Handicap: Sidcar A.—1. J. Murgatroyd (244 Velocette); 2. L. Carr (244 A.J.S.); 3. D. Pratt (244 Norton). Sidcar B.—1. D. Dunlop (348 B.S.A.); 2. C. I. Humble (348 Norton); 3. E. A. Johnson (348 B.S.A.). Sidcar Scratch: Sidcar A.—1. W. Jackson (Norton), 82.5 m.p.h.; 2. R. J. Beere (Norton); 3. P. Taylor (Norton). Sidcar Handicap: 1. A. Burn (Norton); 2. R. J. Beere (Norton); 3. P. Taylor (Norton).

## Team Rivalry

### Sunbeam Club Best in Home Counties Contest

OPEN to the South-Eastern, South-Midland, Eastern and Southern centres, the Home Counties Team Trial attracted 17 teams each comprising five riders, with the best four to count. The event took place in extremely warm weather at Weaver's Down, Liphook, on Sunday and the course, containing 19 observed sections, was sufficiently simple to allow five competitors to finish without loss of marks. They were J. B. Fuller (197 Francis-Barnett) and L. C. Woodhall (498 A.J.S.) of the Norwood Team, H. H. Rayner (197 Greeves) and G. E. Kirby (197 Norman) of the Sunbeam B Team and D. F. Dodd (347 A.J.S.) of the Barnet A Team.

Oddly enough the victorious Sunbeam A Team included no unpenalized riders but their combined loss of five marks nevertheless put them two ahead of Sunbeam B and three ahead of Norwood. Representation from the Southern Centre was nil, and only one team from the Eastern Centre sallied forth to do battle on the sandy Hampshire hills. Four South-Midland clubs were represented (Barnet, Stag, Wood Green and Wycombe) and the remainder were all from the South-Eastern Centre.

Organized by the Southern Sporting Club as usual, the trial suffered from the inevitable lack of variety on Weaver's Down. More than half the competitors got through the first nine sections unpenalized, but interest increased a little towards the end as the hazards became more difficult. In spite of the easy nature of the course, competition was very keen and the general comment was that a second lap would have been welcome. Riders such as Sid Wicken (347 Matchless) and Mick Dismore (346 Royal Enfield) completed the 10-mile course in under an hour but the well-known road-racer, Geoff Monty (199 Triumph), proceeded at a much more leisurely pace.

**Home Counties Trophy** (winning team).—Sunbeam A: F. J. Stripland (346 Royal Enfield), C. A. M. Lambert (199 Triumph), S. R. Wicken (347 Matchless), R. P. Kearney (346 B.S.A.). 5 marks lost.

**Vice-President's Trophy** (runners-up).—Sunbeam B: H. H. Rayner (197 Greeves), G. E. Kirby (197 Norman), J. Reed (197 Greeves), J. M. Simpson (197 Greeves), 7.

**Third-best Team**.—Norwood: J. B. Fuller (197 Francis-Barnett), L. C. Woodhall (498 A.J.S.), W. J. A. Mills (497 Ariel), R. Robey (499 B.S.A.).  
**Best Novice Team**.—Twickenham: G. Monty (199 Triumph), B. Jones (197 Greeves), V. Woodward (197 Greeves), D. Hunt (197 Norman), 192.

## Manufacturers Meet

NEW president of the Bureau Permanent of motor-cycle manufacturers is Señor Permanyer of Montesa who was installed for the usual two-year period at the recent Barcelona meeting. Hugh M. Palin, director of the British Manufacturers' Association, automatically retired and became a vice-president.

General agreement was reached on a proposal that motor-cycle shows should be on a bi-annual basis whenever practicable. Italian manufacturers had already taken a decision on these lines with the result that the arrangements for this year's Milan Show have been cancelled and the next will be held in 1959. The programme for the coming 18 months is as follows: October—Paris; November—London; February 1959—Amsterdam; March—Geneva; December—Milan.

At the Spring Congress of the *Fédération Internationale Motocycliste* in Warsaw it was

decided that the rule to give manufacturers three years' notice of any major change in policy likely to affect design would be abandoned. The Bureau was unable to accept this proposal which it felt was unreasonable, particularly in view of the pending introduction of formula racing. The Bureau stressed that adequate time for consultation between the F.I.M. and manufacturers on such matters was highly desirable.

A large measure of agreement was reached on efforts to bring legislation affecting motor cycles into line throughout Europe. It is proposed that such legislation should be separated into three categories—for mopeds, for lightweight motor cycles and for other motor cycles. Scooters are regarded as coming within the appropriate motor-cycle category.

## Expensive Delays

GERMAN traffic engineer Professor Max Feuchtinger said he was most impressed by the good behaviour of drivers on the roads of Great Britain when he spoke to the House of Commons Roads Group last week. However, he went on to suggest that if the British people had rather less patience they would probably have better roads.

He pointed out that the comparative safety of British roads "is purchased very expensively from an economic point of view." The losses resulting from low traffic speeds and congestion were tremendous. The Road Research Laboratory had estimated them at £500 million a year.

## Office Move

ON the retirement of Major T. W. Loughborough as secretary general of the *Fédération Internationale Motocycliste* last Monday, the office address became 8, Gloucester Road, London, S.W.7, to which all correspondence should be sent. Major David Goode is now acting secretary general.

## Record Year?

IT seems likely that this year a record number of trainees will obtain proficiency certificates after courses under the R.A.C.-A.C.U. training scheme. The total so far is 646 awarded after 66 examinations held by 63 schools. The success percentage is 87.4. Exceptionally fine records have been achieved in recent weeks by schools at Watford (with 25 passes), Harringay (24) and Kingston (21).

Seventeen examinations are to be held this month at the following schools: Wimbledon,

Swinton, Newport and Gwent, South Birmingham, Crystal Palace, Sunbeam (Wembley), Antelope (Coventry), South Leeds, Middlesbrough, Reigate and Redhill, Cardiff, Bolton, White City, Manchester and Farnham Royal.

Details of courses about to start are given in the columns of *The Motor Cycle*, but the information is also available through Aubrey Thompson, motor-cycle manager, the Royal Automobile Club, 85, Pall Mall, London, S.W.1.

## Slightly Lower

FROM last Tuesday, the maximum interest charge for hire purchase and credit sales transactions covering motor cycles, three-wheelers and similar machines is reduced from 11½ to 11 per cent per annum (other periods pro rata).

This change was announced by the Society of Motor Manufacturers and Traders and the Finance Houses Association. Not all transactions are placed through companies associated with the Finance Houses Association and, therefore, in some cases charges made may be higher or lower than 11 per cent.

## Smouldering

EFFORTS to change the Sunday Observance laws are by no means dead. About 100 M.P.s of all parties are urging the Government to set up a committee to suggest alterations to bring the laws up to date. It is hoped that Commons time for a debate will be found before the summer recess.

## Preparing for 1959

AMONG those taking part in the F.I.M. Rally, which ended in Brussels yesterday, were 32 riders from Britain. On Monday the British party travelled to Ypres where they were guests of the local club. The next day they moved to Brussels for a welcome at the town hall and a tour of the floodlit city. Wednesday was devoted to a visit to the International Exhibition, a mayoral reception and numerous other festivities.

Also in Brussels for the rally were Jack Claxton of the Scarborough Club and George Robertson, the town's conference officer. Their brief was to study the Belgian organization with a view to making next year's F.I.M. Rally at Scarborough—the first to be held in Britain—the best ever.

### Answers to "Landloper's" Quiz Appearing on Page 15

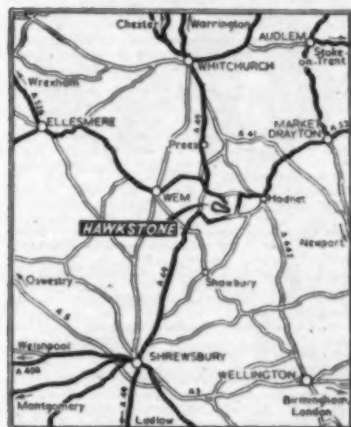
- |   |   |
|---|---|
| A Coln, Windrush and Leach.   | G Pistyll Rhaiadr and Wrexham Steeple.  |
| B The Severn (220 miles) and the Bain in Wensleydale (1 mile).  | Snowdon's mountain without its people. Overton yew-trees, St. Winefride's Wells, Llangollen Bridge and Gresford bells.  |
| C Banbury cakes; Berwick cockles (a kind of mint sweet); Richmond maids of honour; Shrewsbury biscuits; Bath buns, chaps, Olivers and Sally Luns.   | H Bettws, chapel; Aber, the place where a river runs into the sea or another river; Llan, now a church but originally a sacred enclosure. Porth, port or gate.          |
| D The Thirteenth Mounted Cheshire Rifleman Inn at Stalybridge, Cheshire.  | I Scotland, loch; Ireland, lough; North Midlands, mere.   |
| E Fred has nothing to worry about. If no warning of prosecution was given at the time of the offence, no prosecution for dangerous or careless driving can be made unless he received a notice of intended prosecution or a summons within 14 days. | K This is likely to cause a lot of arguing and speedometer checking. London to Taunton is 146 miles; Taunton to Penzance is 155 miles; Cardiff to Taunton is 144 miles. |
| F A planetarium shows the position of the stars; a toposcope indicates the direction and distance of places visible from a hill top; an anemometer measures the force of the wind.  | L The watch should be held horizontally with the hour hand pointing at the sun. At G.M.T. the south lies along a line half-way between the hour hand and the figure 12. |

The answer to the picture teaser is: Bournemouth on the Water.

## Sports News

### Hawkstone on Sunday

WITH ONE EXCEPTION, all the 14 riders to have gained points in the 1958 moto-cross title series will be at the Moto-Cross Grand Prix of Great Britain at Hawkstone Park next Sunday. Among the Swedish riders will be Sten Lundin (Monark), winner of the Italian Moto-Cross Grand Prix on June 22, together with reigning champion Bill Nilsson (A.J.S.), Gunnar Johansson and Lars Gustafsson (B.S.A.s). Representing Belgium are



The routes to Hawkstone Park

René Baeten and Hubert Scaillet (F.N.s), Jan Rombauts (B.S.A.) and R. Venderbracken. The Union Jack will be upheld by, among others, Jeff Smith, John Draper and Peter Taft (B.S.A.s) and Les Archer (Norton).

The meeting is the sixth in the world's championship series. The first of the supporting races begins at 2 p.m. and riders for the Moto-Cross parade at 2.55 p.m.

### Army Teamsters

THE Welsh Three-Day Trial, fully reported in last week's issue, formed the final selection tests for Army riders to take part in the I.S.D.T. The team chosen comprises S/Sgt. A. Nicholson (249 Dot) and Craftsman R. S. Hart and P. N. Brittain on 249 c.c. Greeves models. The reserve is Gnr. D. J. Theobald (249 Dot).

### The National Rally

THE 1958 A.C.U. National Rally, to be held on July 19 and 20, has attracted an entry of 736. That figure is well below the 1951 record of 1,100 and, indeed, below the 1956 total of 807. (Because of fuel rationing the rally was cancelled last year.) Competitors, on their everyday roadster models, will set off from controls all over the country on the Saturday and will attempt to average 25 m.p.h. for 24 hours and visit as many controls as possible. The final control will be located at Weymouth, on the Dorset coastline, and will be open from 8.30 to 10 a.m. on the Sunday.

SPECTATORS AT WEYMOUTH to watch the competitors arrive will be able to go on in the afternoon to see a scramble organized by the X.H.G. Tiger Club at Lyscombe Farm, on

### Highlights

ON Sunday, two big sporting meetings will be held. First there is the classic Belgian Grand Prix at Francorchamps—always one of the most colourful road-race meetings of the year. Secondly, the Moto-Cross Grand Prix of Great Britain at Hawkstone Park, Shropshire, brings together the top European scramblers. Full reports and special pictures.

For tourists, a further selection of Holiday Notes with another cut-out—a neat, easy-to-understand, trouble-tracing chart that you can carry in your wallet.

All the usual popular features including a touring article and a road-test report.

### Next Week

the Piddletrenthide-Cheselbourne road, near Dorchester. (Entries close on July 14. Secretary is L. Maidment, c/o Gable Ends, Merley Lane, Wimborne, Dorset.)

THE RACE MEETING that the Middlesbrough Club planned to run at Full Sutton Airfield, near York, on August 3 has had to be abandoned. Pocklington Rural District Council refused permission because the fixture was to be held on a Sunday.

BLACKMORE VALE CLUB'S circuit at Wilborough Hedge, near Mere, Wilts, is to be used for the A.C.U. National Grass-track Championships on September 7.

THE ITALIAN GRAND PRIX—the Grand Prix of the Nations—to be held at Monza on September 14 will not this year include a sidecar class. There will be races for one-two-fives, two-fifties, three-fifties and five-hundreds only.

## OTHER NEWS

ENGINEERS throughout the world will be sorry to learn that James Brownlie Duncan, editor of our associated journal, *Automobile Engineer*, died last Saturday. We was 60 years of age.

NEW showrooms were opened last week by Cosmopolitan Motors at 73, Camberwell Road, London, S.E.5. The concern will handle DKR, Vespa, Lambretta, Maico, N.S.U. and Prior scooters and Messerschmitt and Heinkel three-wheelers.

READERS' CORNER.—*Instruction Book Wanted*.—A. C. (Anglesey): for a 1952 498 c.c. A.J.S. twin. *Companion Wanted*.—Miss W. M. L. (London, E.17): lady, for touring holiday, possibly August 23 to September 5. *Experiences Wanted*.—A. M. (Co. Durham): Canterbury GMC3 sidecar chassis; conversion to sprung wheel; welding facilities available. W. R. (Enfield): Swallow Silk sidecar chassis; equipping wheel with brake. D. S. J. (Northern Rhodesia): overland trip from Rhodesia to England.

THE load-carrying capabilities of the 197 c.c. Maico Mobil scooter were demonstrated by a 2,000-mile trip which ended last Saturday. David Gallagher and Jennifer Wallace left London on June 21 to ride by a devious route to John O'Groats then south to Land's End and back to London. They returned after a pleasant tour having averaged over 80 m.p.g. in spite of an all-up weight (machine, rider and passenger and plenty of luggage) of slightly more than 7cwt. Usual cruising speed was 50 to 53 m.p.h. but they were not, in fact, making any attempt to "break records."

DURING last week, the 500th trainee to take the special course for dealers' mechanics passed through the Lambretta training school at

Another news snippet concerning an international race is that the German Norisring-Rennen to have been held on July 13 is cancelled.

ALREADY, though the lists do not close until August 16, the Isle of Man Centre has received 54 entries for its Manx Two-day Trial on September 6 and 7. As many as 172 riders have applied for copies of the regulations. Secretary is E. J. Shimmis, Greenaby, York Road, Douglas, Isle of Man.

CLERK OF THE COURSE for the Bradford Club's national Allan Jefferies Trial, Artie Ratcliffe, has injected several new hills into the route. One of them has so far defeated even him! The trial takes place on July 12, starting from the Long Ashes, Threshfield. The 80-strong entry includes most of the famous factory stars.

THE EIGHTH Bemsee Trophy Day at Silverstone next Saturday differs from previous "Trophy" meetings in several respects. For instance, there will be a 50 c.c. race for which there is an entry of 30. Racing begins at 1.45 p.m. and will continue with hardly a break until approximately 6 p.m. In all, there is an entry of 262. Practice will be held in the morning from 8.30 a.m. to 12.55 p.m. Admission is free. Parking charges are 2s 6d for a motor cycle and 5s for a car.

THE USE OF plastic lines for road marking was criticized at the annual meeting of the Ulster Centre, M.C.U.I., in Belfast. Saying that, when the road became wet these lines were dangerous, Malcolm Wilson added that the majority of the spills in the North West "200" practice had been due to riders skidding on them. Martin Brosnan, a competitor, endorsed what had been said. It was suggested by W. D. Duff that the attention of county surveyors should be drawn to the danger and a material other than plastic should be used.

ENTRIES FOR THE 350 c.c. and 500 c.c. classes of the Southern "100" road-race meeting to be held in the Isle of Man on July 9 and 10 have exceeded the maximum of 45 for each event and the 250 c.c. race has attracted 38 competitors. Among the many stars who will be riding are Terry Shepherd, Jackie Wood, Mike Hallwood, Ernie Washer, Don Chipman and Ron Purslow. The 350 c.c. race will take place on July 9 at 7.30 p.m. and the 250 c.c. and 500 c.c. races on July 10, when racing will begin at 2.30 p.m.

Raynes Park, London. For just over two years weekly classes for six mechanics at a time have been held and all officially accredited service agents have at least one works-trained mechanic on the staff. Since the introduction of the TV175, special short courses on this model have been held—some in provincial towns such as Birmingham, Manchester and Liverpool.

REGULATIONS are available for the following events: The Redditch Club's Experts' Grand National (July 19). Entries close July 9. Secretary is F. S. Ellis, Whitnash, Node Hill, Studley, Warwickshire.

The International 1958 British Championships at Thruxton Airfield (August 4). Entries close July 12. Secretary is N. G. Goss, 60, Bursledon Road, Birtane, Southampton.

YET another road-safety rally is to be held in Wales. Organized by the Aberaman Club, it will be on July 13 and is open to all East South Wales Centre and to any owner of a sidecar, sidecar outfit, three-wheeler or car provided he first joins the Aberaman Club. The club entry fee of 2s 6d includes entry into the rally. The start will be from the Aberaman clubhouse, Park Road, Aberdare, at 2.35 p.m. The secretary is Mrs. M. Pryse, Penrhywlla, Campbell Terrace, Mountain Ash, Glam. Entries close on July 10.

A SCOOTER suit for women has been introduced by Barbour's. The material is Beacore, a soft, pliable, waterproof plastic. Seams are sewn and electrically welded. The trousers are elasticated at the waist and are equipped with ankle tabs. The jacket has a zip front covered by a press-studded flap, close-fitting cuffs and two pockets. At present the sizes available are 34, 36 and 38 in bust. Various colours are offered. The price is £5 5s. Obtained separately, the jacket costs £3 5s and the trousers £2 2s 6d. Makers are J. Barbour and Sons, Ltd., Beacon Works, Simonstone, South Shields.



# CLUB NEWS



**ALPERTON and Wembley.**—July 4: Monthly general meeting (The Swan, Sudbury, 8). 6: Popular-vote run (Ace Café, 9). **Bury.**—July 6: Support scramble at Colids (Colcot, 2). **Birmingham Lambretta.**—July 6: Billing Agnadrone (Northampton, 10). **Bond Minicar (East Anglia).**—July 5 and 6: Camping weekend (Bures, near Colchester). (Manchester).—July 3: Bring-and-buy sale (H.Q.). **British Two-Stroke.**—July 4: Club night (Crown and Sugar Loaf, Garlick Hill, near Mansion House, 8.15). 5: Greeves works visit (Newbury Park Station, A12, 8.30). **Brougham and Breton.**—July 3: Annual general meeting (Phoenix Hotel, Sandycroft, 7.30). 5: Night Owl Rally (Red Dragon Pilling Station, Saltney, 10 p.m.). **C.S.M.A.**—Secretary, G. C. E. Dennis, 150,

Haig Avenue, Rochester, Kent. **Clydebank.**—July 6: Tyndrum (H.Q., 10.30). **Devonport.**—July 4: Games (H.Q., 8). 6: Support centre team scramble (Coypool, 10.30). **Ditons.**—July 3: Knitting night (Royal Oak, Teddington, 8) and inauguration of new club room (The Anglers, Teddington, 8). 6: Coast run (Hampton Court, 8).

**East Acton.**—July 9: Quiz (Duke of York, 8). **Glasgow Speedway.**—July 6: Glencoe (Paisley's Corner, 10.30). **Gosport.**—July 6: Support Oxenbourne scramble (Midgents Café, 1). **Grantham Pogson.**—July 6: Grass-track racing (Manton's Farm, Woodnook, 2.30).

**Harlow.**—This is a new club. Those interested should contact I. T. Rennie, 225, Potters Field, Harlow, Essex. **Ilford.**—July 8: Natter night (D. Johnson, Barkingside, 8). **Iavieta.**—July 3: Grass-track racing (Tubbs Corner, Sandwich Road, near Ramsgate, 7).

**L.E. Vain (Bristol and West).**—July 6: Mystery run to North Devon (Bedminster Bridge, 10). (London).—July 4: Club night (Greyhound, Keston, 8). (Manchester).—July 6: Chirk and Ceirig Valley (Nags Head, Bucklow Hill, 9). **Lea Bridge.**—July 6: Hurdlefoot Woodlands (Cambridge, 9.15). **Leads Bend Minicar.**—July 6: Lake District (Leuch's, 7.30). **Leicester Query.**—July 6: Scramble (Springfield Hill Farm, adjacent to Lowesby Station, 2.30). **Liverpool Imperial.**—July 8: Indoor competition (H.Q., 8.30). **London Douglas.**—July 4: Club night (H.Q., 8). 6: Rumble (K.L.G., Putney Vale, 10.30). **London Scooter.**—July 6: Selborne and Lee on Solent (Blue Cockatoo, 9 and Henlys Corner, A4/A30, 9.15). **Manchester Eagle.**—July 6: Shropshire circular tour (Parkway, 10.30). **Manchester Vagabond.**—July 6: Ingle-

ton Falls (Gateway Hotel, East Didsbury, 10). **Middlesbrough.**—July 5: Support scramble. **Mont' Christie.**—July 6: Holland on Sea (Woodbine, 9). **Morgan Three-wheeler (North Eastern).**—July 6: Sledwich Hall, Staindrop (11.30).

**Northampton.**—July 6: Scramble (Carlton Bank, Carlton in Cleveland, 2). **Norwich Sidecar.**—July 6: Rally and concours d'élegance (Lyng, 11). **Norwood.**—July 6: Kingsgate Bay (Crystal Palace Parade, 9). **Nottingham Tornado.**—July 6: Ladies' social competition (Trent Embankment, 11). 9: Club night (Beech Dale Hotel).

**Panther Owners.**—July 6: Support Norwich Sidecar rally (Cambridge Hotel, 6.30). 9: Anniversary night (H.Q., 8.15). **Pendennis.**—July 4: Club night (H.Q.). **Peterborough.**—July 6: Support Norwich Sidecar rally. **Plymouth Touring.**—July 3: Cadover (Clearbrook Cuts A.A. Box, 8). 6: Support centre scramble (Embankment, 10). **Prima.**—July 6: Climbing (London Bridge, 9). **Quickly.**—July 6: Eastbourne (East Croydon Station, 8.30).

**Reading All-scooter.**—July 8: Meeting (River Club, Loddon Bridge, 8). **Ribble Valley.**—July 9: Treasure hunt (Five Barred Gate, 7.30).

**Ringsdown.**—July 7: Club night (Burley, 8). **Ross.**—The grass-track meeting, so far held on July 19 has been cancelled. **Royal Esfield Owners.**—July 4: Games (H.Q., 7.30). 6: Chairman's Run (St. Pauls, 8.30 and Staples Corner, 9).

**Saints.**—July 3: Club night (St. Andrews Boy's Club, 26, Great Peter Street, London, 8). **Scott Owners.**—July 5: Formation meeting (Clarence Hotel, Whitehall, London, S.W.1, 7). **Sidcup.**—July 3: Photofest evening. **Somerton.**—July 5: Gymkhana (football field, 6.30). **South Marrow.**—July 6: West Wittering (Hillingdon, 8). **South Liverpool.**—July 6: Summer Trial (observers meet H.Q., 8.30). **Southern Sporting.**—July 6: Road trial (H.Q., 2). **East night (H.Q., 8). Sunbeam.**—July 7: Road-safety talk (The Vine, Stanmore Hill, 8).

**Trade Winds.**—July 6: Bognor (H.Q., 8.30). **Triumph Owners (Bedford).**—July 3: Treasure hunt (H.Q., 8). (Epping Forest).—July 6: Midhurst (Blackwell Tunnel, south side, 10). 8: Rounders (H.Q., 7.30). (North West London).—July 6: River trip (L.E.F., 2). 8: Film show (H.Q., 7.30). (Portsmouth).—July 6: Midhurst (George, 12.30). (Stockport).—July 6: Bedford (David's, 7.30). (Wolverhampton).—July 6: Support Birmingham Safety Rally. 7: Technical discussion (H.Q., 8). **Triumph Owners of North West Kent.**—July 8: Evening road trial (H.Q., 8).

**Vagabond.**—July 6: Treasure hunt (Bull's Head, 8). **Vincent H.R.D. Owners (Cambridge).**—July 3: Club night (Trinity Foot, A604, north of Cambridge). (Coventry).—July 4: Club night (Phantom Coach, Coventry By-pass). (Derby).—July 3: Club night (Osmaston Park Hotel, (Essex).—July 4: Club night (White Hart, Chelmsford). (North London).—July 8: Club night (The George, Holmes Road, Kentish Town). (Norwich).—This is a proposed new branch. Those interested should contact B. J. Eyre, 138, Middleton Lane, Reepham Road, Norwich (Oxford).—July 4: Meeting to elect new organizer (Bear and Ragged Staff, Cunnor). (Wales).—July 6: Tenby (Culverhouse Cross, Cardiff, 8.30). (West London).—July 7: Club night (Ickenham Community Centre).

**Watling Association.**—July 4: Quarterly general meeting (8). **West Ealing.**—July 6: Bognor (Hawwell clock, sidecars 7.30, roles 8.30). **West Essex.**—July 6: Bracklesham Bay (Widewater, Billiet, 8.30). 7: Club night (H.Q., 8). **West Herts.**—July 5: Silverstone (Red Lion, 10.30). 6: River trip to Hampton Court (Red Lion, 10.30). **West Leeds.**—July 3: Meeting (Sun Inn or Pool Bridge, 7.45). 9: Committee meeting (H.Q., 8). **West London.**—July 3: Maxine night (H.Q., 8). 6: Cricket (Fitz and Nichol, 10.30). **West Middlesex Amateur.**—July 6: Gymkhana (Regent shooting ground, Barnet). 9: Club night (The Vine, Stanmore). **Weybridge.**—July 6: Francis and Reggie Grenfell Sporting Trial (Six Cross-roads, Woking, 9.30). **Wickham.**—July 4: Concours d'élegance (H.Q., 8.30). 6: Picnic. **Wood Green.**—July 6: Gymkhana (Alexandra Palace, 10.30). **Woodwich.**—July 3: Spot the tune (H.Q., 8). **Worcester.**—The scramble to have been held on July 13 has been cancelled. **Worthing Eagle.**—July 3: Meeting (8). **Wycombe.**—July 4: Club night (Nag's Head, 8). **Yeo Vale.**—July 3: Social run (H.Q., 7.30). 5: Pillion trial (Wardon Hill Camp, A37, 6).

THE CLUBMAN

## IMPORTANT EVENTS

**Friday, July 4.**—Cheshire: Grass-track racing, Torkington Park, Hazel Grove, 7.30 p.m.

**Saturday, July 5.**—Silverstone: B.M.C.R.C. Trophy Day, Silverstone circuit near Towcester, 1.45 p.m. **Essex Skerries.**—"100" road race, Skerries, Dublin, 3.30 p.m. **Gloucestershire:** Grass-track racing, Climperswell, near Birdlip, 3.30 p.m. **Yorkshire:** Scramble, Hob Hill, Saltburn by the Sea, 3 p.m. **Hertfordshire:** Night trial, Busby Beer Café, Watford, 10 p.m. **Gloucestershire:** Grand National, Cliffrash Farm, Redruth, 6 p.m. **Lancashire:** Grass-track racing, Quay Meadow, Lancaster, 7 p.m. **Surveys:** Night trial, Wheatheaf Hotel, Virginia Water, 9 p.m. **Wiltshire:** Night rally, Avon India Rubber Company, Melksham, 9 p.m. **Cambridge:** Grass-track racing, Littleport, on A10 near Ely, 5 p.m.

**Sunday, July 6.**—Belgian Grand Prix, Francorchamps. **Shropshire:** International Moto-Cross Grand Prix of Great Britain, Hine Heath, Harestone Park, 2 p.m. **Angus:** Scottish Vintage Run, Riverside Drive, near Tay Bridge, Dundee, 1 p.m. **Sheffield:** Yorkshire Centre Team Trial, West Nab Farm, High Bradfield, north-west of Sheffield, 11 a.m. **Hampshire:** Scramble, Tweseldown Race Course, Crookham, near Aldershot, 1 p.m. **Gloucestershire:** Trial, The Mount, Talbach (A48), Port Talbot, 2.30 p.m. **Lancashire:** Rally, Corporation private car park adjoining the covered market, Preston, 10 a.m. **Northamptonshire:** Scramble, main Peterborough-Wansford road, half a mile east of the Great North Road, 2.30 p.m. **Kent:** Grass-track racing, Winsted Court, Duddington, near Sittingbourne, 2.30 p.m. **Hampshire:** Scramble, Oxenbourne Farm, East Meon, near Petersfield, 2 p.m. **Devonshire:** Scramble, Dennisdene Farm, Hullah, Exmouth, 3 p.m. **Worcestershire:** Motor trial, Sportsman's Arms Hotel, Alenley end of the Coventry By-pass, 10 a.m. **Westmorland:** Scramble, Helnington, two miles south of Kendal, 2.30 p.m. **Buckinghamshire:** Grass-track racing, Chiltern Hills circuit, on the London-Oxford road (A40) five miles west of

High Wycombe, 2 p.m. **Fife:** Scramble, Silver Barton Farm, Burntisland, 2 p.m. **Norfolk:** Rally and concours d'élegance, Lyng, near Norwich, 11 a.m. **Essex:** Grass-track racing, Oblisk Park, Carysfort Avenue, Blackrock, Dublin, 3 p.m.

**Monday, July 7.**—**Donaghishire:** Scramble, Ty-Canol Farm, on the main Llangollen-Wrexham road near Llangollen, 6.30 p.m.

**Wednesday, July 9, and Thursday, July 10.**—**Isle of Man:** Southern "100" road races, Billown circuit, near Castletown, 7.30 p.m. on Wednesday, 2.30 p.m. on Thursday.

**Saturday, July 12.**—**Yorkshire:** Allan Jeffries Trial, Long Ashes, Threshfield, eight miles north of Skipton, 10.30 a.m. **Wiltshire:** Road races, Castle Combe, just off the main Bristol-Chipperton road, 1 p.m. **Essex:** Grass-track racing, Island Fields, The Watton, 3 p.m. **Berkshire:** Scramble, five miles from Newbury on the Newbury-Reading road (A4), 5 p.m. **Gloucestershire:** Scramble, Brentlands Farm, Brookthorpe, 6 p.m. **Cambridgeshire:** Scramble, Castle Farm, Brynmman, 3 p.m.

**Sunday, July 13.**—**Malbury Park:** Road races, Kirby Mallory, Leicestershire, 11 a.m. **Brands Hatch:** Road races, Fawkham, Kent, 1.30 p.m. **Durham:** Scramble, Belmont Race Course, near Durham, 2.30 p.m. **Northamptonshire:** Invalid Tricycle Association Rally, Silverstone circuit, 11.30 a.m. **Staffordshire:** Scramble, Castle Hill Farm, Kilver, 2.30 p.m. **Angus:** Grass-track racing, East Mains of Dywart, on the Montrose-Arbroath road (A92), two miles south of Montrose, 2.30 p.m. **Berkshire:** Trial, Red House, one mile north of the Reading-Maidenhead road (A4), 1.45 a.m. **Cheshire:** Hill-climb, Fether Harrop Farm, Fether Harrop, near Bollington, 2 p.m. **Somerset:** Trial, Queen's Arms, Corton Denham, four miles from Sherborne, three miles from Sparkford, 1 p.m. **Devon:** Scramble, Conchall Farm, Seaton, 3 p.m. **Kent:** Scramble, Geddington Farm, Wootton, near Canterbury, 2.30 p.m. **Somerset:** Scramble, Lynchcombe, Westbury, on the Wells-Cheddar road (A371), 2.30 p.m.

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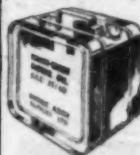
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#### ADLER

**COMERFORDS** for Adler: 1,000 machines in stock. —Plymouth Rd., Thames Ditton, Surrey. Emb. 5531. [C1095]

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**A.J.S. MOTOR CYCLES**, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1017/R]

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**1957** 500 ohv s.a.m. single

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**£179**—1957 500cc 18 s.a.m. springer, one owner, 2,000-odd miles, like new throughout.  
**ES** MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. [C1051]

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**WHITBYS OF ACTON**—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

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**AMBASSADOR**—Manufactured by Ambassador Motor Cycles, Ltd., Asot. Berks. Tel. Winkfield Road 5153-5. [C0098/R]

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**£30**—"51 Ambassador" 197, telex, d/seat, extras, goes like a bomb.—Jones, 6, Kensington Gdns, Sq. W.2. [8081]

**IMMEDIATE** delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath, Tel. Tho. 4967. [C1165/R]

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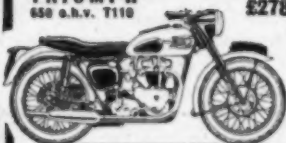
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ROWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St., London, N.W.3 Ham. 6041. (W1114/R)

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1937 Brough 1150cc. v-twin, v-ry sound, ideal a/c machine; £49/10, dep. £16/10, 12 mths. £3 5 4.

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NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

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72 c.c.s.—B.S.A., 1954, 250cc. ohv C11, spring frame, 2-speed, dual seat, v-ry good condition; choice of 5 250s; terms, exchanges.—Rowland Smith, below.

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35 c.c.s.—B.S.A. twin, 1955, 966cc. combination, launch coupe sidecar, v-ry good condition; terms, exchanges; lat. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

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1953 B.S.A. Bantam, 449.—The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. (C1141)

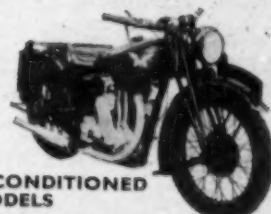
# PRIDE & CLARKE

## AMAZING !! BARGAIN !!

Unregistered 350 c.c. OHV EX-W.D.

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## £49.10.0

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Balance by 24 monthly payments  
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COMPLETE SPECIFICATION INCLUDES:—  
350 c.c. O.H.V. engine, Burman 4-speed positive stop foot change gearbox, Lucas AVC dynamo lighting, Lucas magneto, Heavy Duty Dunlop or equivalent tyres, Smith's 80 m.p.h. Speedometer. Finished in W.D. khaki green.

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## B.S.A.

## PANKHURST OF HAMMERSMITH.

1957 650 ohv Flash.  
1954 500 ohv A7, 4/arm.  
1954 250 ohv.  
1955 350 ohv; many other B.S.A. models.  
A.L. at bargain prices, open till 8 p.m. every week-day.—Pankhurst, Ltd., 514, King St., W.6. Tel. Riv. 1401. [C1136]

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B.S.A. 2 1/2 h.p. C11, 4 spds, done 1,730 miles, new cond., offers.—Cun. 1953. [9093]

£70—1951 A7 Twin, 4/arm, sidecar; Krith 2134 after 6 p.m.—Ware, 124, Brook St., Erith, Kent. [9067]

T. W. KIRBY MOTOR CYCLES, Ltd., your B.S.A. specialists, 10, Roneo Corner, Hornchurch, Tel. 6783. [C1049]

PURNEY AUTOS for your new B.S.A.: immediate delivery, terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

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172—177, Aston Rd., Birmingham. Ast. X 3201-2. [0561/R]

B.S.A. from stock.—Losham's Motor Cycle House, Fishergate Preston. Exchange; h.p. terms.—Tel. 6242. [0045/R]

SLOCOMBES OF NEASEN!! for your new B.S.A.: terms and exchanges.—239-271, Neaseen Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

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J. J. DOUBLE (MOTOR CYCLES), Ltd., 1956 B.S.A. agents: terms: spares, service, repairs.—809-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

1955 B.S.A. 350cc, windscreen, mirror, crash bar, carrier, Hepolite piston; £135 o.n.o.—C. R. Delf, MacNaghton House, Judd St., W.C.1. (Tube to Russell Square) [9099]

METENS, Shannon Corner, New Malden S.10, for immediate delivery all smaller 1958 B.S.A. two- and four-strokes including the 2-tone Dandy scooterette; lists, full tuition, demonstrations free at Meetings; Bargains in new 1957 types, full maker's guarantee; B.S.A. A10, in beige, twin with 4-car forks, gears and chain, cost £267 9/6, reduced to £240 10/; B.S.A. BT 350cc single with chaincase, £231 8/10, reduced to £196 15/; any model can be acquired for 1/4 deposit and £4 monthly h.p. rentals. [C1203]

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G. GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

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| A.J.S. '52, 500 c.c.h.v. Model 40 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 41 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 42 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 43 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 44 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 45 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 46 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 47 H, telex.  | £120 10    |
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| A.J.S. '52, 500 c.c.h.v. Model 52 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 53 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 54 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 55 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 56 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 57 H, telex.  | £120 10    |
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| A.J.S. '52, 500 c.c.h.v. Model 71 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 72 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 73 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 74 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 75 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 76 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 77 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 78 H, telex.  | £120 10    |
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| A.J.S. '52, 500 c.c.h.v. Model 99 H, telex.  | £120 10    |
| A.J.S. '52, 500 c.c.h.v. Model 100 H, telex. | £120 10    |

Dear Sir,  
 Thursday, London, April 10, '58.  
 I would like to take this opportunity of thanking you for my  
 kind and very interesting letter of the 4th inst. in which I am  
 gratified to hear that you are considering our transaction as strictly postal. I do not  
 think I could have got a better deal anywhere; so much so, I have  
 recommended a friend of mine in Leicester who you will be hearing  
 from within the next few days.

Yours sincerely, W.D.W.

|  |         |
|--|---------|
| R.S.A. '52, 500 c.c.h.v. Model 14 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 15 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 16 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 17 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 18 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 19 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 20 H, telex.  | £120 10 |
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| R.S.A. '52, 500 c.c.h.v. Model 26 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 27 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 28 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 29 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 30 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 31 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 32 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 33 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 34 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 35 H, telex.  | £120 10 |
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| R.S.A. '52, 500 c.c.h.v. Model 99 H, telex.  | £120 10 |
| R.S.A. '52, 500 c.c.h.v. Model 100 H, telex. | £120 10 |

Continued in next Column

**FRANCIS-BARNETT**  
 S'LOCUMBES OF READEM!!! for your new Francis-  
 Barnett terms and exchanges—259-271, Neaden  
 Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**WHITE & MARTIN** for your new Francis-Barnett:  
 exchanges, terms; spares and repairs—18, Ash-  
 field Parade, Southgate, N.12. Palmers Green 1035.  
 [C1152/R]

**RENNOS.**—Francis-Barnett 1957 225cc Cruiser.  
 swinging arm, telescopic forks, dual seat, low  
 mileage, one owner. Just like new! 125ans—217,  
 Hornsey Rd., London, N.7. Arc. 5398. [C1104]

**MEETENS**, Shannon Corner, New Malden, Tel. 5110  
 for immediate delivery of every Francis-Barnett  
 model including the new Scrambler 250 and the 175cc  
 Light Cruiser; list introduced; lists, tuition free; longest  
 and lowest h.p. terms and a square deal exchange;  
 Francis-Barnett and Villiers spare specialists. [C1205]

### FRANCIS-BARNETT WANTED

**GEORGE CLARKE** pay most for Francis-Barnett—  
 278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

**ROWLAND SMITH'S** for F-Barnett buyers—Ham-  
 pstead High St., London, N.W.3. Ham. 60157.  
 [W1114/R]

**WATKINSON MOTORS**—Top prices for Francis-  
 Barnetts—159, Stockwell Rd., S.W.9. [W1174/R]

**CLAUDE RYE** urgently require all models: get our  
 price first! H.p. accounts settled, we pay  
 carriage—895-921, Fulham Rd., S.W.6. Ren. 6174.  
 [W1105/R]

### FRANCIS-BARNETT SPARE PARTS

**WATKINSON MOTORS**, official stockists, 159,  
 Stockwell Rd., S.W.9. Bri. 2039. [S1174/N]

**KAYS OF MALING**, Ltd., Francis-Barnett spare parts  
 stockists—Trade supplied; insurance or c.o.d. by  
 return—8-10, Bond St., Ealing, W.5. Eal. 2587.  
 [S1075/R]

**O'NEILL BROS.** Ltd.—All post-war Villiers and  
 A.M.C. spares and exchange units; full postal ser-  
 vice; trade supplied—The Broadway, N.W.5. Hendon  
 8629. [S1179]

**MEETENS**, Shannon Corner, New Malden 5110—  
 still Britain's first Francis-Barnett distributor and  
 supplies; trade supplied. [S1205]

### GILERA

**PRIDE & CLARKE**, main agents—175cc sports.  
 £199/19/6; 1/2 deposit, immediate acceptance; 24  
 months' payments; large and insurance or c.o.d. in  
 terms; exchanges; catalogue free—159, Stockwell Rd.  
 S.W.9. Bri. 6251. [C1098/N]

### GREEVES

**GREEVES MOTOR CYCLES**, Manor Trading Estate,  
 Church Rd., Thundersley, Essex. South Benfleet  
 2761.  
 The thrill of a lifetime! when you own the new  
 250cc Fleetwing twin: send your address for details.  
 [C1012]

**ARCHER OF ALDERSHOT**, for Greaves, etc.; spares  
 and service—Victoria Rd., Tel. 323. [C0564/R]

**COMERFORDS** for Greaves: 1,000 machines in stock.  
 —Portsmouth Rd., Thames Ditton, Surrey. [C1006]

**GREEVES Main Dealers**—New models available, im-  
 mediate delivery—J. P. Balham, 28, 2c, 2c,  
 Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

**S'LOCUMBES OF READEM!!!** for your new Greaves:  
 terms and exchanges—259-271, Neaden Lane,  
 N.W.10. Gladstone 3355-8 lines. [C1115]

**PALMERS**—Immediate delivery of Greaves Scottish  
 Trials and Hawkstone Scramblers models; also 1958  
 Greaves Scottish Trials, as new, £155; exchanges and  
 terms—81, Stanley Rd., Yeddington, Molesey 1648.  
 [C1003]

### HARLEY-DAVIDSON

**COMER** to the Harley dealer to see and try the most  
 expensive motor cycle in the world, definitely the  
 most superb motor cycle made today, quiet, powerful,  
 comfortable and easy to handle—F. H. Warr, Ltd.,  
 611, Kings Rd., Fulham, S.W.6. Renown 2934.  
 [C1001]

### HARLEY-DAVIDSON SPARE PARTS

**CLAUDE RYE**, Ltd.—The largest stock in the world;  
 brand new Harley spares and accessories; list  
 available; trade and export inquiries welcomed—895-  
 921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

### INDIAN SPARE PARTS

**CLAUDE RYE**, Ltd.—Huge stocks of brand new ex-  
 W.D. Indian spares and accessories at rock-bottom  
 prices; lists available; trade and export inquiries wel-  
 comed—895-921, Fulham Rd., S.W.6. Renown 6174.  
 [S1105/R]

### JAMES

**ARCHER OF ALDERSHOT** for James, etc.; spares  
 and service—Victoria Rd., Tel. 323. [C0571/R]

**NORTH London**—Tele. Ayles for James sales and  
 service—18, Turnpike Lane, N.8. [C123/R]

**JOHN SUTKES**, West Wickham, Kent, for your  
 James—Spring Park 3700. [C1145]

**JAMES 150**, brand new 1957 model; £100; terms,  
 exchanges—Edwards Motors, Ltd., Taunton 2943.  
 [C1076]

# CLARKE

## SOLOS (continued)

|   | Cash Price |
|---|------------|
| TRIUMPH '56, 650 c.c.h.v. T110, S.A. dist., other     | £170 10    |
| TRIUMPH '56, 650 c.c.h.v. T109, S.A. dist.            | £160 10    |
| VELOCETTE '52, 300 c.c.h.v. L.E. dist. Good condition | £200 10    |
| VELOCETTE '54, 300 c.c.h.v. L.E. S.A. spares          | £200 10    |
| VELOCETTE '54, 300 c.c.h.v. L.E. S.A. dist.           | £200 10    |
| VELOCETTE '54, 300 c.c.h.v. L.E. S.A. dist.           | £200 10    |
| VELOCETTE '54, 300 c.c.h.v. L.E. S.A. dist.           | £200 10    |
| VELOCETTE '54, 300 c.c.h.v. L.E. S.A. dist.           | £          |

## JAMES

**WHITBY'S OF ACTON.**—Immediate delivery of new models.—273, Acton Vale, London, W.3. She 5355. [C1128/R]

**45** ens.—James 1955 model 150cc Villiers, spring frame, very good condition; terms, exchanges.—Rowland Smith, below.  
**89** ens.—James 1956 197cc swinging arm, battery lighting, dual seat, pannier bags, carefully used; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**SLOCUMBS OF NEASDEN!!!** for your new James; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

**METEN'S**, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every model of the James range including the new 175cc 4 speed Cavalier at £149.10; other models from £98/11/1; lowest, longest permissible h.p. terms, free expert tuition; James and Villiers unbeatable spares service, trade supplied. [C1205]

## JAMES WANTED

**CLAUDE RYE** urgently require all models, get our price first! H.P. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

## JAMES SPARE PARTS

**HOE STREET GARAGE, Ltd.**—James and Villiers spares; c/nter: c.o.d.—414, Hoe St., W.17. Tel. Cop 1710. [C0274]

**KEYS OF EALING, Ltd.**, James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [B1075/R]

## J.A.P.

**J.A.P.** engines and spares; world's largest distributors.—Alec Jackson Motor Export Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

## JAWA SPARE PARTS

**NORMAN STOKES MOTOR CYCLES, U.K.** distributors for all Jawa and CZ spares and service; trade enquiries invited.—Vernon St., Wellingborough Rd., Northampton. Tel. 1309. [C1016/R]

## LAMBRETTA

**LAMBRETTA**—Sole concessionaires O.K. Lambretta Concessionaires, Ltd., 7 Head office and sales, Beverley Works, Kingston By-Path, S.W.20. Tel. Malden 7721. Service station, 215/219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [C0475/R]

## SPEEDWAY OF ACTON.

**1954** LD 125cc, extras: £75.  
**1955** LD 150cc, screen, pillion: from £89/10.  
**1956** LD 150cc, screen, pillion etc.: from £99/10.  
**1957** Mark III 150cc, many extras: £135.

**DOZENS** of used scooters always in stock with three months' guarantee.  
**EVERY** new model including the T.V. 175 for immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [C1121]

## ROWLAND SMITH'S for Lambretta.

**NEW** scooters, mopeds and trucks in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**PANKHURST'S OF HAMMERSMITH** for your new Lambretta.  
**1957** 150 LDB.  
**1956** 150 LD.  
**1955** 150 LD.

**A.L.** at bargain prices, open till 6 p.m. every week-day.—Pankhurst, Ltd., 314, King St., W.6. Tel. Riv. 1401. [C1136]

**GODFREY'S, Ltd.** appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

**LAMBRETTA**—Losham, Tel. 4242 Preston. [C044/R]

**WHITBY'S** for bargains in used Lambretta.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

**PRIDE & CLARKE, Ltd.**, Lambretta specialists, all models, exchanges welcomed.—156, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

**SLOCUMBS OF NEASDEN!!!** for your new Lambretta; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

**WHITE & MARTIN** for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N14. Palmers Green 1035. [C1052/R]

**J. J. DOUBLE (MOTOR CYCLES), Ltd.**, 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barkingside, Ilford, Tel. Val. 0191. [C1119/R]

**NEW** Lambrettas from £23/19/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [C0055]

# SECOND HAND BARGAINS

- '57 **NORTON**, 500 c.c. International Featherbed, exceptional ..... £235 0
- '56 **NORTON** Featherbed, fitted with a Beart tuned 500 c.c. Manx Norton Motor, extremely fast ..... £225 0
- '57 **NORTON** 500 c.c. 88, red and chrome finish, Avon Fairing in matching colours ..... £235 0
- '55 **ARIEL** 500 c.c. O.H.V., maroon finish, s/a, Avon Fairing, bargain ..... £125 0
- '57 **TRIUMPH** Tiger 100, silver and chrome finish, double chrome crash bars, spot light, unmarked ..... £228 0
- '56 **TRIUMPH** Tiger 100 blue and chrome finish, crash bars, spot lights, mirror, as new ..... £215 0
- '57 **TRIUMPH** Tiger 100, silver and chrome finish, droopy snoot, unmarked ..... £225 0
- '58 **TRIUMPH** Trophy 650 c.c., silver and chrome, droopy snoot, in road trim ..... £248 0
- '54 **TRIUMPH** Tiger 110, crash bars, spot light, very clean ..... £158 0
- '57 **THUNDERBIRD** 650 c.c., beige finish, with Avon Fairing, mirror ..... £235 0
- '55 **THUNDERBIRD** 650 c.c., blue and chrome, Avon Fairing ..... £168 0
- '57 **TRIUMPH** Speed Twin, maroon finish, droopy snoot ..... £175 0
- '52 **TRIUMPH** Tiger 100, alloy motor, s/hub, dual seat ..... £79 10
- '48 **TRIUMPH** Tiger 100, blue and chrome tank, new adjustable, dual seat, s/hub, good tyres, bargain ..... £59 10
- '51 **TRIUMPH** Speed Twin, maroon finish, s/hub, dual seat ..... £89 10
- '51 **SUNBEAM** 538, silver and chrome finish, tank cover, Avon Fairing ..... £65 0
- '52 **AMBASSADOR** 197 c.c., direct lighting, good runner ..... £24 0
- '52 **ARIEL** 500 c.c. Twin, s/frame, dual seat ..... £65 0
- '57 **DOUGLAS** Dragonfly, beige and chrome finish, Avon Fairing ..... £135 0
- '57 **VELOCETTE** Viper, tank cover, low mileage ..... £298 0
- '53 **B.S.A.** Gold Star, 500 c.c. alloy motor, s/arm, dual seat ..... £118 0
- '50 **NORTON** 500 c.c. International, s/hub, adjustable dual seat ..... £94 0
- '57 **B.S.A.** 250 c.c., S.V., green and chrome finish, dual seat, s/frame ..... £89 10
- '58 **ENFIELD** 250 c.c. Crusader, full width hubs, Enfield panniers, maroon finish, dual seat, unmarked ..... £165 0

**25 DEPOSIT RESERVES ANY OF THE ABOVE**

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Station: SURBITON—15 minutes from Waterloo

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Telephone: EMBerbrook 5531 (PBX)

## LAMBRETTA

**O'NEILL BROS., Ltd.**—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given.—190, The Broadway, N.W.9. Hendon 8629. [C1179]

**COMERFORDS** for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

**ELITE MOTORS** for your new Lambretta: every 2 model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—251, Garratt Lane, Footing Broadway, S.W.7. Balham 1200. [C1169/R]

**SPECIAL offer:** 1957 Lambretta FD 150cc commercial lightweight delivery 5-wheeler, very low mileage, with large well-built van body, great capacity; cut your costs the easy way; list price £280, our clearance price £218.

**BEST** selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.  
**NAYLOR & ROOT, Ltd.**, Motor Cycle House, 25, East Hill, S.W.18. Battersea 2254. [C1069/R]

**CONTINENTAL SCOOTERS, Ltd.**, Britain's oldest, all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., S.E.1. Wat. 3103. 157, Old Brompton Rd., S.W.5. Fr. 0111. 162, Finchley Rd., N.W.3. Svt. 3787. [C011/R]

## LAMBRETTA WANTED

**ROWLAND SMITH'S**, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**GEORGE CLARKE** pay most for Lambretta.—378, Brixton Hill, S.W.2. Tulse Hill 8211. [W1019]

**POTNEY AUTOS** purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1158/R]

**CLAUDE RYE** urgently require all models, get our price first! H.P. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

## LAMBRETTA SPARE PARTS

**SPEEDWAY OF ACTON**, largest Lambretta stockists in Great Britain; all spares and accessories, same day c.o.d.—314, Uxbridge Rd., W.5. Acorn 5031-2. [B1121/R]

**PALMER'S** for Lambretta spares and service.—61, Stanley Rd., Teddington, Molesey 1646. [B1063/R]

**GEORGE GROSS, Ltd.**, 634, High Rd., N.12. Hyl. 2149. All spares & Access. c.o.d. service. [C0354]

**GENUINE** Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York, 24017. [C0075/R]

**MOORES OF TOTTENHAM** for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [C161/R]

**GODFREY'S, Ltd.**, for special Lambretta service, spares, factory trained mechanics, all special tools, 7 depots in the London area.—See display advertisement. [B1052/R]

**ASTON AUTO MOTORS OF BIRMINGHAM**—Complete range Lambretta spares and accessories; trade and retail, prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 5201-6. [C0496/R]

## LAMBRETTA SERVICE

**ELEANOR MOTORS**, 265, Mare St., Hackney, E.8. C or sales, spares, service, repairs.—Amherst 5134/3923. [C0812]

**ELEANOR MOTORS (STADIUM)**—East London's fully equipped service station, sales, spares, repairs.—88-106, Lea Bridge Rd., Clapton, E.5. Amherst 6006. [C0834]

## MAICO

**MAICO (GREAT BRITAIN), Ltd.**, 81a, Gloucester Rd., S.W.7. Tel. Fremantle 3519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomobi 197cc, totally enclosed. All spares from stock. [C0602/R]

**RON MCKENZIE**, 961 Chester Rd., Strefford, Lancs. Sales, service.—Longford 2100. [C1086]

**GODFREY'S, Ltd.**—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

**EARLY** deliveries of these models are usually possible if you order now through H.K. Lancaster, 53, Whitegate Drive, Blackpool, W.1. 24720. [C0167]

**CLAUDE RYE**—Immediate delivery new Malcoletta. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

**SLOCUMBS OF NEASDEN!!!** for your new Malcoletta; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

**EAST HILL MOTORS, Ltd.**, for your new Malcoletta or Malco Möbi; immediate delivery from stock; demonstration models available  
**1958** Malcoletta, 300 miles; £205; choice of two.

**TERMS** and exchanges, genuine after-sales service.—17, East Hill, Wandsworth, S.W.18. Vandsey 4551. [C0028]

**SPEEDWAY OF ACTON** for immediate delivery all models, also 1957 Malcoletta 150cc, low mileage; £175.—310, Uxbridge Rd., Acton, W.5. Acorn 5031-2. [C1121]







## RACING MOTOR CYCLES

**W**ORLD champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotrax speedway machines manufactured by us, largest stockists of J.A.P. racing engines and spares in G.B.; retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R

**RACING MOTOR CYCLES SPARE PARTS**

**GODFREYS, Ltd.**—U.S.A. special spares for trials and competition machines.—418, Romford Rd., E7. Grn 1234-5. [S1052/R

**H** L. DANIELL, the Norton expert, for Max Norton  
spares service c.o.d. by return.—85, Dartmouth  
Rd., Forest Hill, S.E.23 For 5895. [0204/R]

**O'NEILL BROS., Ltd.**—Amal racing carburettor service, jets, needles, slides and spares for RM, GP, and TT carbs.; full postal service; trade supplied.—The Broadway, N.W. 9. Hendon 8629. (81179)

**ROYAL ENFIELD**

**S**  
**MOTORS, Ltd.,**

**100%** Royal Enfield specialists and main dealers.  
**OFFER** full range of 1958 models including the new:-

**CONSTELLATION 700cc Super Sports 50b.h.p.**

**LATEST** Airflow models with built-in protection.

SEVERAL brand new 1957 models available.

**SEND** for list of new and used models.

**£209**—198 Super Meteor 700cc twin, special black and chrome finish, as new throughout.  
**£195**—1955 Meteor and s/car 700cc, s/arm and Canterbury s/s s/car, sprung wheel.

**£65**—1956 Ensign 150cc sprg., d/seat, panniers, screen, excellent condition throughout.  
**£30**—1950 model G 350cc ohv, 4-speed, teleforks, good performance.

**M**ANY other guaranteed used Royal Enfields.  
**ES** MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368.

**ROWLAND SMITH'S** for Enfield.  
NEW models in stock; terms, exchanges, list; ones

**N** 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Ham. 6041. [C1114]

**K**INGSTON MOTOR CYCLES offer:—  
**T**HE comprehensive range of 1958 Royal Enfields for immediate delivery, terms, exchanges.—26-28, London Rd., Kingston-on-Thames. Tel. Kingston 2241.

**1140** cc R.E. late '38, around £30; c/a w/car, £25-  
85, Main St., Frodsham, Ches. [8016

**1950** Royal Enfield 350, one owner, 16,000 miles; £49.—68 Church Hill, Loughton S195. (8099)

**HAYEN, Ltd.**, main agents, part exchanges, terms; service and repairs.—162, High Rd., Ilford 0361.

**1955** Clipper 250, s/arm, dual seat, panniers, as new; £80, terms.—49, Khama Rd., S.W.17. Bal. 8912.

**YOUNG'S**—Royal Enfield enthusiast; immediate delivery; terms, exchanges.—20-32, Tooting Bee Rd., London, S.W.17. Bat. 7791. [C1134/B

**ROYAL ENFIELD SPARE PARTS**

**E**

**S ES** MOTORS, Ltd., 100% Royal Enfield specialists.

**L**ARGE stock of genuine Royal Enfield spares for all post-war and ex-W.D. models; per return c.o.d. service; trade supplied.

**CLAUDE RYE, Ltd.**, Enfield specialist, comprehensive repairs, immediate service, 222, GORE ST., Enfield, Middlesex. [S1031/R]

live range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.1. Renown 6174. [81105/R]

**K**AYS OF EALING, Ltd., Royal Enfield spare parts stockists; quotations or c.o.d. by return.—8.10, Bond St., Ealing, W.3. Eal. 2387. (81075/H)

**O'NEILL BROS., Ltd.**—All post-war spares in stock. Also Albion, Amal, Lucas, full postal service; trade supplied.—The Broadway, N.W.9 Hendon 8629. (51179)

**CLAUDE RYE, Ltd.**—Large stocks of spares for post-war and ex-W.D. models; list free of Model C.—895-921 Fulham Rd., S.W.6. Renown 6174. [81105/1/R]

**YOUNG'S.**—1,000,000 spares stocked, all models 1940-1956, prompt despatch; special price lists 125/WDRE, 350/WDC and 350/WDCO free.—20-32.

**RUDGE SPARE PARTS**

**R**UDGE Spares Service now controlled by Godfreys.  
Order parts for all models from 208, Gt. Portland St., W.I. Bus. 4632. [S1052/R]

000000

**1950** Scott Flying Squirrel 600cc. 800 mls. since  
reborn new tires taxed mod condition

throughout; Ellis O.S.O.—Box 7047. [8036]

# GLAIFIED LAWRENCE

## NORTH LONDON'S LEADING DEALERS

A FINE SELECTION OF NEW AND USED MOTOR CYCLES, etc.

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YOUR EXTRA SAFEGUARD  
6 MONTHS' GUARANTEE  
on all used machines advertised

| USED SCOOTERS  | Cash Price |
|--|------------|
| 1957 PIATTI 125, d/seat, spare wheel, scr., carrier, red | £106 10    |
| 1956 BELLA 200 c.c., self starter, dual seat, carrier... | £149 10    |
| 1956 PROGRESS 175 c.c., screen, dual seat, etc., blue    | £149 10    |
| 1956 DAYTON "Albatross", 200 c.c., d/seat, carrier, blue | £159 10    |
| 1956 LAMBRETTA LD 150, sp. wheel, screen, etc.           | £129 10    |
| 1956 LAMBRETTA LD125, sp. wheel, screen, etc.            | £109 10    |
| 1956 LAMBRETTA LD150, screen, pillion, etc.              | £129 10    |
| 1956 LAMBRETTA LD150, scr., curr. seat covers            | £129 10    |
| 1956 VESPA 4125 dual seat, sp. wheel, screen, 2 tons     | £99 10     |
| 1956 PIATTI 125, dual seat, sp. wheel, carrier, cream    | £99 10     |

THIS WEEK'S SPECIAL REDUCTION  
1955 ARIEL, "VH" Combination, 500 O.H.V. Red Hunter spring frame, screen, pillion, with 2-seater saloon, seat on Watsonian V.G. chassis... £92 10

| USED COMBINATIONS  | Cash Price |
|--|------------|
| 1953 VINCENT "Raphie", 999 Twin, apron screen, with Canterbury saloon s/car. Excellent condition...  | £239 10    |
| 1954 JAMES Captain, 197 c.c., dual seat, leopards, with lightweight Watsonian touring s/car...   | £190 10    |
| 1953 B.S.A. M.21, 600 B.V., dual seat, screen, with Swallow full door 2-seater saloon, Velvet chassis  | £150 10    |
| 1955 ARIEL "VH" 500 O.H.V. Hunter, spring frame, screen, with large 2-seater saloon s/car...   | £139 10    |
| 1951 B.S.A. A.10 650 Twin Flash, dual seat, carrier, leopards, h-bar fairing, with very large 2-seater saloon, full door, viduar brake...            | £159 10    |
| 1951 TRIUMPH ST Speed Twin 500 O.H.V., large Portia screen, Swallow full door 2-seater saloon  | £140 10    |
| 1951 B.S.A. M.21, 600 B.V. screen, with Broom all-metal 2-seater saloon, full door   | £139 10    |
| 1956 TRIUMPH Thunderbolt 67, 650 Twin, swinging arm, leopards, dual seat, carriers, fairing, with tunnel Mark V chassis and 500 c.c. A superb outfit | £279 10    |
| 1950 ARIEL 1000 Square Four, excellent appearance and condition, with matched colour Swallow 2 adult, full door saloon                               | £199 10    |

LONDON DISTRIBUTORS—RELIANT 2-WHEELERS  
SEEK AND TRY the new Mark III 4-seater saloon or coupe, and the new 5-seater Van. Catalogues by return.  
RELIANT SPARES AND ACCESSORIES—over the counter, or 24 hours C.O.D. All models catered for.

| USED SOLOS   | Cash Price |
|--|------------|
| 1958 B.S.A. A7 500 Twin, under 3,000 miles. As new, dual seat, swinging arm. Must be seen... | £229 10    |
| 1954 ROYAL ENFIELD "Clipper", ev. arm, dual seat, carriers, excellent condition...           | £119 10    |
| 1954 ARIEL VH 600 B.V., dual seat, ev. arm, superb s/car machine                             | £109 10    |
| 1954 B.S.A. C.15 350 O.H.V., spring frame, dual seat...                                      | £79 10     |
| 1948 HORTON 16H 500 B.V., dual seat  | £39 10     |
| 1957 B.S.A. B1 150 Bandit Major, screen, leopards, dual seat, carrier, Black s/car...        | £99 10     |
| 1954 FRANCIS-BARNETT "Palmox" 197 c.c. Excellent   | £79 10     |
| 1954 JAMES "Captain" 197 c.c. s/car, dual seat etc.  | £79 10     |

Immediate self-financed R.P. terms. One-third deposit, balance over 9 years. Part-exchange—existing R.P. accounts settled.  
MAIL ORDER DESK. Customers outside London can deal with perfect confidence by post. Send £5 to secure any machine, which will be sent by Post. Train immediately upon completion of transaction. Your satisfaction guaranteed.  
USED RELIANT 2-WHEELERS and Berkeley Sports Cars always in stock.  
SEE US FIRST—about that NEW Motorcycle, Scooter, or Moped. LAMBRETTA and VESPA main dealers.

**HIGHBURY**  
23-32 HIGHBURY CORNER, N.5  
NORTH 2791 (Open 9-6 daily)

PORTSMOUTH • SWANSEA

### FISHERS OF ACTON.

1949 Scott 600, coil ignition twin; £65, deposit £22, 18 months £2 16/2.  
1949 Scott 600, full width brakes, Avon s/ester sports, very sound outfit; £99 10, deposit £35/10, 18 months £4 5/1—44, Western Ave., East Acton, W.3. Shepherds Bush 500A 3 mins. Acton Underground. (C1005)  
1949 Scott 596cc, c/a sidocar VQ21, dual seat, panniers, under 14,000, excellent condition throughout; £120—39, Wendover St., High Wycombe, Bucks. (8095)

### SUN

K.V.P. MOTORS, Ltd.—Genl scooter in stock; terms: spares.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. (C1068)

### SUNBEAM

SUNBEAM ST 1951, exc. cond.; £100 o.n.o.—Spe. 0567, (8065)  
£139—1955 88 500cc o/c, shaft drive, grey and chrome d/seat, excellent condition.  
ES MOTORS, Ltd., 225, High Rd., W.4. Chi. 6368. (C1031)  
S8 1950, screen, panniers, late 1956 engine, bargain; £75.—72, Perth Rd., Ilford. (8084)

145 gns.—Sunbeam twin 1954 88, grey finish, dual seat, exceptional condition; terms, exchanges.  
105 gns.—Sunbeam twin 1952 88 combination, fairing and windshield, pillion; choice of 3 88 combinations; terms, exchanges.—Rowland Smith; below.

95 gns.—Sunbeam twin 1951 88, dual seat, luggage s/ and pannier carriers; choice of 3; free tax and insurance; terms, exchanges; lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

1951 88 500cc and d/a s/c. excellent condition throughout, £125; part exchange, hire purchase.—Sd Franklin, 450, Barking Rd., Plaistow, E.13. Albert Dock 1180. (8090)  
1955 Sunbeam 88, grey, Avon fairing, Triumph twinseat, leopards, crashbar, panniers, excellent condition, clothing; £160 o.n.o.—12, West Rd., Rush Green, Romford. (8092)

### SUNBEAM WANTED

R. ROWLAND SMITH'S, the Sunbeam buyers.—Hampstead High St., London, N.W.3 Ham. 6041. (W1114 R)  
GEORGE CLARKE pay most for Sunbeam.—278, Spireton Hill, S.W.2. Tulse Hill 3211. (W1019)

HARRY NASH.—Best price for late ST or 88; h.p. accounts settled.—391, King St., W.6. Riv. 2837. (W1090)

### SUNBEAM SPARE PARTS

SUNBEAM deserves the finest spares, exchange, replacement or repair service that exists; Lucas spares and exchange units; Amal spares, etc., from stock; 24-hour c.o.d. service; illustrated spares list 6/- post free; Sunbeam repairs our speciality; you get the best and it costs no more, from  
N. TAYLOR & SONS, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. (S1089 R)

HARRY NASH—Huge stock 58 ST spares; c.o.d.—391, King St., Hammersmith, W.6 Riv. 2837. (S1090)

HUMPHREYS, official Sunbeam spares stockists, for post-war models: c.o.d.—122, Hampstead Rd., N.W.1. Sun. 6556. (S1058 R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors—365-5, London Rd., Mitcham, Tel. 0829. (0116 R)

KAYS OF RALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.—3-10, Bond St., Baling, W.5. Sai 2367. (S1075 R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares, for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Eli. 2009 and 4840. (S1056 R)

BE certain—spares from the heart of the industry, 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham, Ast Cross 3674. (0219)

GODFREYS, Ltd.—57 and 58 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641; 208, Great Portland St., W.1. Eus. 4652; 418, Romford Rd., Forest Gate, E.7. Ora. 1234. (S1052 R)

WILL LORD (Sunbeam specialists) for all post-war Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2032. (0532 R)

### SUNBEAM SERVICE

24-hour c.o.d. service on all Sunbeam ST and 88 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths speedos. Don't be off the road contact us first—Conventry Motor Mart, Ltd., Postal Department, 7, 86, London Rd., Coventry, Tel. 2146-7. (0056 R)

### TERRIT

NEW 1957 end of season model Territ scooter, maker's steel, complete with pillion seat, spare wheel, etc., exceptional bargain; £129 10.—Godfreys, Ltd., Croydon 364. (C1052)

# GLAIFIED LAWRENCE

## NORTH LONDON'S LEADING DEALERS

A FINE SELECTION OF NEW AND USED MOTOR CYCLES, etc.

### AT FINCHLEY

YOUR EXTRA SAFEGUARD  
6 MONTHS' GUARANTEE  
on all used machines advertised

| USED SOLOS  | Cash Price |
|---|------------|
| VELOCETTE, 1957 Valiant 200 c.c. Twin, green and chrome with dual seat and crashbar, only 100 miles. As new...    | £180       |
| MATCHLESS, 1957 G3L8 O.H.V., swinging arm, dual seat, Black and Chrome, a very popular model...                   | £179       |
| B.S.A., 1956 R33 500 c.c. O.H.V., swinging arm, dual seat, smart Maroon and Chrome, excellent throughout...       | £149       |
| ROYAL ENFIELD, 1957 350 c.c. O.H.V. Clipper, swinging arm, dual seat. Exceptional condition...                    | £140       |
| TRIUMPH, 1957 "Tiger Cub" 200 c.c. swinging arm, dual seat, windshield, very lively motor...                      | £135       |
| FRANCIS BARNETT, 1957 Falcon, 197 c.c., swinging arm, dual seat, Avon Fairing, smart Green finish. Excd. value... | £119       |
| FRANCIS BARNETT, 1956 Falcon, 197 c.c., swinging arm, dual seat, leopards, one owner only...                      | £100       |
| B.S.A., 1957 B3, 190 c.c. Bandit Major, battery lighting, Maroon finish, dual seat, low mileage. As new...        | £109       |
| D.R.W., 1956, 197 c.c., swinging arm, rear suspension, dual seat, grey finish...                                  | £89        |
| B.S.A., 1954 C110, 250 c.c. O.H.V. spring frame, dual seat, Maroon and Chrome. Excellent...                       | £85        |
| B.S.A., 1954 B3, 190 c.c. Bandit Major, swinging arm, dual seat, windshield, crashbar...                          | £80        |

THIS WEEK'S SPECIAL BARGAIN:—  
ARIEL, 1957, 200 c.c. Coll. Green and Chrome, spring frame, dual seat, only 3,900 miles. As new... £99

| USED COMBINATIONS   | Cash Price |
|---|------------|
| MATCHLESS, 1955, G8 500 c.c. Twin, swinging arm, Maroon/Chrome Tank with new (Bulldog) sal. seat on 1955 Watsonian chassis. A very smart Family outfit... | £289       |
| ARIEL, 1956, Huntmaster 600 c.c. Twin, swinging arm, dual seat, with Canterbury Single Seater Sports s/car, one owner from new...                         | £199       |
| MATCHLESS, 1955, G8, 500 c.c. Twin, swinging arm, dual seat, with Watsonian Avon Sports s/car...  | £190       |
| B.S.A., 1955, A10, 600 c.c. "Golden Flash" Twin, spring frame, dual seat, with Watsonian Matchless Child Adult s/car. Black and Chrome finish...          | £180       |
| A.J.S., 1957, 198, 500 c.c. O.H.V., swinging arm, dual seat, dual saloon s/car. Excellent value at...   | £110       |

IMMEDIATE HIRE PURCHASE TERMS, 1st DEPOSIT, BALANCE OVER TWO YEARS.

| USED TRIPLE WHIGGERS  | Cash Price |
|---|------------|
| RELIANT RINGAL, 1957 Mk III Handicap sal. Blue Grey finish with bumpers, one owner from new. Low mileage... | £309       |
| RELIANT RINGAL, 1954 Mark II coupe, grey finish, excellent throughout...                                    | £280       |
| BOND, 1955 de Luxe 2/3 Seater, cream finish, electric starter, perfect condition...                         | £205       |
| NEW MOTORCYCLES, SCOOTERS AND TRIPLE WHIGGERS   | Cash Price |
| ARIEL, L.H., 500 c.c. Coll. Maroon...   | £159 9 9   |
| ARIEL, V.H., 500 c.c. B.V., Black/Chrome, C/Case  | £229 9 9   |
| ARIEL, F.H., 500 c.c. Huntmaster Tw. B.R. C/Case  | £270 9 9   |
| A.J.S., 1000, 350 c.c. O.H.V.   | £233 18 3  |
| A.J.S., 30, 600 c.c. Twin   | £288 15 1  |
| B.S.A., C15, 350 c.c. O.H.V., Black or Maroon   | £167 9 9   |
| B.S.A., B31, 350 c.c. O.H.V., Green/Chrome  | £209 10 5  |
| B.S.A., B, Shooting Star, 500 c.c. Twin, C/Case   | £298 18 8  |
| B.S.A., A10, G. Flash, 600 c.c. Twin, Black, C/Case   | £261 19 9  |
| FRANCIS-BARNETT, B1, 197 c.c. Falcon  | £159 13 7  |
| MATCHLESS, G3L8, 350 c.c. O.H.V.  | £233 18 3  |
| HORTON, 95, 600 c.c. Twin, Black and Chrome   | £295 19 4  |
| RELIANT RINGAL, Handicap, 2-Tone Grey/Blue  | £446 9 9   |
| B.W. BETTA, "Flux" Model, Red finish  | £169 9 9   |
| BOND Family De Luxe, British Racing Green   | £336 8 3   |

**FINCHLEY**  
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(Corner of N. Circular & Gt. North Rd.)  
FINCHLEY 0091-5 (Open 9-7 daily)  
CARDIFF • BRISTOL



## TERMS

**RAPID MOTORS** offer the amazing 125cc Terrot with preselector gear box 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery, price £159/19/5 including parking lights, spare wheel, pillion, etc., demonstration model available—269, Haydon Rd., Wimbledon. Cherrywood 3392-5.

## TRIALS AND SCRAMBLES

**MEETEN'S**, Shannon Corner, New Malden, Tel. 5110 immediate delivery of the recently introduced 250cc Francis-Barnett Scrambler, 250cc D.M.W. Villiers trials twin and the Panther Sports 35 hoisted up twin. [C1203]

**COMERFORDS** for trials and scrambles machines: delivery from stock. Greaves, Ariel, Norman, B.S.A., Dot, good s/h models bought for cash; deal with the recognised competition specialists—Forsythmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

## TRIUMPH

**A. WHITBY OF ACTON**—Biggest dealers in the Home Counties for Triumphs; immediate delivery, s/h exchanges—275, Acton Vale, London, W.3. Spe. [C1122/R]

## FISHERS OF ACTON.

**1955** Triumph 5T 500cc twin, s/arm; £145, dep. £49, 24 mths. £4/16/10.  
**1954** Triumph 5T 500cc twin, sprung hub; £109/10, dep. £36/10, 18 mths. £4/12/2, 24 mths. £4/15/8.

**1953** Triumph 6T 650cc twin, sprung hub; £109/10, dep. £36/10, 18 mths. £4/14/2, 24 mths. £4/15/8.

**1947** Triumph 5T 500cc twin; £45, dep. £15, 12 mths. £4/12/2.

**1953** Triumph 6T 650cc twin, d/a saloon s/c, very clean outfit; £159/10, dep. £35/10, 24 mths. £5/6/11.

**1954** Triumph 5T 500cc twin, sprung hub, full-door d/a Streamline; £179/10, dep. £60, 24 mths. £6.

**1948** Triumph Tiger 100 s/seater sports s/c, sound outfit; £69/10, dep. £23/10, 18 mths. £2/19/4.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

## ROWLAND SMITH'S for Triumph.

**A.L.** models supplied.

**FREE** tax and insurance with second-hand motor cycles.

**205** gms.—Triumph Tiger 100, June 1956, swinging arm, windshield, matching Bodard pannier set, leathelids, crashbar, exceptional; terms, exchanges—Rowland Smith, below.

**195** gms.—Triumph Thunderbird, September 1956, 650cc ohv, swinging arm, one careful owner, almost new; terms, exchanges—Rowland Smith; below.

**105** gms.—Triumph Tiger Cub, 1957, 199cc ohv, swinging arm, dual seat, one owner; choice of 2 terms, exchanges—Rowland Smith; below.

**69** gms.—Triumph Tiger Cub, July 1954, 199cc ohv, spring frame, dual seat, windshield, leathelids, very good condition, year's tax; choice of 3 terms, exchanges, list, only 3-7 weeks; and Saturdays—Rowland Smith, Hamptstead, Tube, N.W.2, Ham 6041. [C1114]

## PANKHURST OF HAMMERSMITH.

**1958** 350 ohv T21; (choice of 2).

**1957** 650 ohv Thunderbird.

**1955** 56 Triumph 650 110.

**1955** 500 Speed Twin.

**1950** Thunderbird, spring hub.

**1953** Speed Twin, spring hub.

**A.L.** at bargain prices, open till 8 p.m. every week-day—Pankhurst, Ltd., 514, King St., W.6. Tel. Riv. 1401. [C1136]

## DEEPROE BROTHERS, Ltd., offer—

**1956** TR6, everything on the top line; £229.

**1957** Tiger 110, perfect appearance, perfect motor absolutely spot-on in all details; £239.

**DEEPROE BROTHERS, Ltd.**, 178-184, Brownhill Rd., Catford, S.E.6. Htl. 9888. [C1012]

**T100** 1951, alloy engine, s/hub, good condition; £20, h.p. arranged—Col 6100. (5085)

**MATTHEWS OF STOCKWELL, Ltd.**, 55, Stockwell Rd., S.W.9.

**1955** Triumph 110 650 twin, excellent condition; £159—Bristol 6555. Terms and exchanges. [C1122]

**ARCHER OF ALDERSHOT** for Triumph, etc., spares and service—Victoria Rd., Tel. 323 (0865/R)

**ALLAN JEFFERIES** for expert attention—120, Saltire Rd., Shipley 54271. [C1067/R]

**1955** Tiger 110 s/arm, low mileage, very clean; £179/10, below.

**1956** Tiger 110 s/arm, low mileage, absolutely perfect in every respect; £197/10, below.

**PART** exchange hire purchase—51d Franklin, 460, Barking Rd., Finsbury, E.13 Albert Dock 1180. (8058)

**COMERFORDS** for Triumphs, new and second-hand, send for lists—Thames Ditton, Emb. 5531. [C1006]

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### MOTOR CYCLES

|   | Cash Price |
|---|------------|
| AMBASSADOR Popular 150 cc               | £124 15 0  |
| AMBASSADOR Standard 175 cc              | £127 4 0   |
| AMBASSADOR Supreme 250 cc Twin          | £158 7 3   |
| A.J.S. Model 1035 350 cc Trials         | £243 8 3   |
| A.J.S. Model 16 350 cc                  | £233 19 3  |
| A.J.S. Model 108 500 cc                 | £247 12 7  |
| A.J.S. Model 28 500 cc Twin             | £251 6 3   |
| A.J.S. Model 30 600 cc Twin             | £259 15 11 |
| ARIEL 600 cc O.H.V. 4-speed             | £156 19 9  |
| ARIEL 350 cc Red Hunter Model RH        | £237 0 8   |
| ARIEL 350 cc Red Hunter Model VH        | £237 0 8   |
| ARIEL 600 cc S.V. Model VB              | £222 1 1   |
| ARIEL 650 cc Hunter Model TW            | £296 10 4  |
| ARIEL 1,000 cc Square Foot              | £336 18 0  |
| B.S.A. 125 cc Bandit                    | £105 8 11  |
| B.S.A. 175 cc Bandit Super              | £128 8 11  |
| B.S.A. 250 cc Model CT1                 | £165 10 10 |
| B.S.A. 350 cc Model B31                 | £217 10 10 |
| B.S.A. 500 cc Model B33                 | £236 8 11  |
| B.S.A. 600 cc S.V. Model W21            | £198 7 12  |
| B.S.A. 600 cc Model 47 Twin             | £217 12 12 |
| B.S.A. 600 cc Shooting Star Sports Twin | £265 14 2  |
| B.S.A. 650 cc Model A10 Twin            | £261 19 6  |
| B.S.A. 650 cc Super Road Rocket Twin    | £282 3 8   |
| B.S.A. 600 cc Gold Star, Clubman's      | £310 12 12 |

### HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months

|  |            |
|--|------------|
| DOT 197 cc Model THX-4 Trials Model      | £167 15 0  |
| FRANCIS-BARNETT 174 cc Pioneer 78        | £151 7 7   |
| FRANCIS-BARNETT 197 cc Falcon 81         | £159 12 7  |
| FRANCIS-BARNETT 248 cc Cruiser 89        | £185 5 0   |
| JAMES Comet 95 cc 3-speed                | £98 11 3   |
| JAMES 150 cc Comet 3-speed               | £118 10 3  |
| JAMES 175 cc Cavalier 4-speed            | £149 14 0  |
| JAMES 200 cc Captain 3-speed             | £156 18 0  |
| JAMES 200 cc Commodore 4-speed           | £180 17 9  |
| JAWA 250 cc and 350 cc Twin models from  | £176 10 7  |
| MATCHLESS 500 cc Model G31A              | £233 18 2  |
| MATCHLESS 500 cc Model G38B              | £247 12 3  |
| MATCHLESS 600 cc Model G11 Twin          | £288 15 11 |
| MATCHLESS 600 cc Model G11CH Sports Twin | £294 8 0   |
| MOTOR 200 cc Dominator Model 89          | £263 18 6  |
| MOTOR 600 cc Dominator Model 99          | £293 3 3   |
| TRIUMPH 200 cc Tiger Cub                 | £144 14 0  |
| TRIUMPH 200 cc Tiger Cub Trials Model    | £155 18 9  |
| TRIUMPH 350 cc Twin Model Twenty-One     | £225 11 11 |
| TRIUMPH 500 cc Speed Twin                | £253 4 11  |
| TRIUMPH 650 cc Thunderbird Twin          | £254 4 8   |
| TRIUMPH 600 cc Tiger 100                 | £289 9 9   |
| TRIUMPH 650 cc Tiger 110                 | £279 3 11  |
| EUNDAFF 200 cc Model 2015                | £180 17 9  |

### NEW SCOOTERS

|  |            |
|--|------------|
| BOND 150 cc Scooter                    | £184 18 4  |
| B.S.A. 70 cc Dandy 2-speed             | £79 4 4    |
| D.E.S. Dove, Pegasus and Debutant      | £102 15 0  |
| DAYTON 200 cc Albion Continental       | £254 11 0  |
| DURKOPF 200 cc Diana, all colours      | £219 0 0   |
| HEINKEL 174 cc Tourist Scooter         | £219 14 0  |
| 150 cc 4-speed and dualised            | £175 14 0  |
| LANBRETTE 150 cc Model LD              | £149 10 8  |
| LANBRETTE 150 cc Model LDB             | £164 15 2  |
| LANBRETTE 150 cc Model LDA             | £179 10 8  |
| LANBRETTE 150 cc Riviera, Mayfair from | £169 12 7  |
| LANBRETTE 175 cc Model TV              | £200 11 8  |
| MAICORBI 197 cc spare wheel, screen    | £207 0 8   |
| MAICORBI 250 cc, all colours           | £237 0 8   |
| P.L.V. 150 cc Prime                    | £230 12 0  |
| P.W.B. 200 cc Condem Twin              | £230 12 0  |
| VERPA 150 cc Standard Model            | £145 7 16  |
| VERPA 150 cc Clubman                   | £166 16 11 |
| VERPA 150 cc Model G.S. Sports         | £154 4 0   |
| EUNDAFF 150 cc Bella Model 184         | £167 8 8   |
| EUNDAFF 200 cc Bella Model 204         | £205 16 8  |

### NEW MINI-CARS

|  |           |
|--|-----------|
| B.H.W. Ietta 300 cc Standard Model     | £349 19 6 |
| B.H.W. Ietta 300 cc Plus Model         | £365 19 6 |
| BOND, all models in stock from         | £299 19 6 |
| HEINKEL 174 cc Cabin Cruiser           | £354 17 0 |
| HEINKEL 204 cc Cabin Cruiser           | £359 4 0  |
| HEINKEL 204 cc Convertible and De Luxe | £359 13 6 |

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**JOHN SURTES**, West Wickham, Kent, for your Triumph—Spring Farm 3703. [C1145]

**£145**—1955 Speed Twin 500cc s/arm springer, d/seat, clean and in good condition—Below.

**£139**—1954 Tiger 110 650cc twin s/arm, T.T. carb., very fast, clean condition—Below.

**£99**—1957 Tiger Cub 200cc ohv s/arm springer, d/seat, excellent condition, low mileage—Below.

**ES** MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. [C1051]

**1947** 350 twin, perfect, teles., new tyre, etc., 22,000 only, one owner; £50—For. 5629. (8087)

**T. W. KIRBY MOTOR CYCLES, Ltd.**, your Triumph specialists, 10, Ronce Corner, Hornchurch, Tel. 6785. [C1136]

**DORSET**—Triumph stockists; immediate delivery all models—Badger Garages, Blandford, Dorset, Tel. 615. [C1166]

**ERSKINE MOTOR CYCLES**, main agents, most models and parts in stock—Goldsworth Rd., Woking 4600. [C1033/R]

**LIGHTFOOT MOTOR CYCLES** for your new Triumph—163, High St., Potters Bar, Middlesex. Potters Bar 3123. [C1136/R]

**MEETEN'S**, Shannon Corner, New Malden, Tel. 5110 for immediate delivery at most 1958 Triumph models, lists free. [C1203]

**PURNEY AUTOS** for your new Triumph; immediate delivery; terms and exchanges—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1136/R]

**LONGSTAFFS**—Immediate delivery, brand new T110; part exchange and hire purchase—98-106, High Rd., Woodford, E.18. Buckhurst 6369. [C1079]

**SLOCUMBER OF NEASDEN!!!** for your new Triumph; terms and exchanges—235-271, Neasden Lane, N.W.10. Gladstone 3555-3 lines. [C1115]

**ERIC OLIVER** for Triumphs, T110, 6T, TR6, Cub and Cub competitions; part exchange and hire purchase—99, London Rd., Staines, Tel. 3733. [C1022]

**HARWOODS OF RICHMOND**—New 1958 Cub and T110 in stock: 1956 T100, £185—14, 16, 18, Kew Ford Rd., Richmond. Ric 2045 ½ min station. [C1060/R]

**JIM ALVES** for 100% Triumph spares, service, parts, all models, exchanges; h.p.: insurance while you wait—97, High St., Street, Som. Tel. Street 355. [C1050/R]

**J. J. DOUBLE (MOTOR CYCLE) Ltd.**, 1958 Triumph agents; terms, spares, service, repairs—809-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

**HARVEY'S** for your new Triumph; terms; part exchange; full spares stock; repair service for Triumphs only—47, South Lambeth Rd., S.W.9. Rel. 6661. [C1058/R]

**HARRY NASH**—Duo-tone T110 and T100 also T20 Cub, immediate delivery in one hour; 24 mths' h.p.: 1957 5T s/arm, really immediate; £195—391, King St., Hammersmith, W.6. Riv. 2837. [C1090]

**1956** Triumph Thunderbird, complete with Avon fairing and 1957 Stein SS01 sidcar, hydraulically braked, etc., both in matching colours, just completed 15,000 miles, very attractive outfit; £245 o.n.d.—Box No 7021. (8073)

## TRIUMPH WANTED

**G. GEORGE CLARKE** pay most for Triumph—278, Brixton Hill, S.W.2. Tube Hill 3211. [W1319]

**R. ROWLAND SMITH'S**, the Triumph buyers—Hamptstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**SMITH'S**, 86, Chalk Farm Rd., N.W.1, want Triumph—Oul. 2767. [C1070/R]

**CLAUDE RYE** urgently require all models, get our price first! H.p. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1102/R]

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**H. & L. MOTORS, Ltd.**, offer:

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**H. & L. MOTORS, Ltd.**, Stroud, Glos. Stroud 1273-4-5. [C1045]

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**HARWOODS OF RICHMOND, Ltd.**—100% Triumph spares stockists; ½ min. Str.—Ric. 2045. [C1060/R]

**GEORGE GROSE** Ltd, Lodgegate Circus E.C.4. Chn. 5561 Triumph Lucas, Amal, c.o.d. service—[C1054]

# ELITE

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|--|------|
| JAMES, 1952, Comet 98 c.c., 2-speed, 2-stroke, legshields    | £235 |
| VELOCETTE, 1951, LE 150 c.c. S.V. Twin, woodrill, Nios       | £235 |
| S.S.G., 1955, Quickly, 49 c.c., 2-spd., V. Good condition    | £230 |
| ZUNDAPP, 1955, Combidee, 49 c.c., 2-speed, spring frame      | £249 |
| B.S.A., 1953, D1, 125 c.c., 2-speed footchange springer      | £249 |
| B.S.A., 1952, C11, 250 c.c. O.H.V., telex, dualseat, sprg.   | £255 |
| JAMES, 1954, Captain, 197 c.c., 2-stroke, v-arm springer     | £259 |
| TRUMPH, 1955, Terrier O.H.V., spring frame, dualseat, telex  | £259 |
| JAMES, 1955, Cadet 150 c.c., 2-speed, telex, v-arm springer  | £255 |
| F. BARNETT, 1954, Falcon, 197 c.c., v-arm springer, Clon     | £255 |
| ARIEL, 1951, V8 500 c.c. O.H.V., springer, foot single, Nios | £259 |
| B.S.A., 1954, C11, 250 c.c. O.H.V., telex, spring frame etc. | £275 |
| F. BARNETT, 1953, Falcon 67, 197 c.c., v-arm, Choice of 2    | £279 |
| R. ENFIELD, 1951, Bullit 350 c.c. O.H.V., v-arm springer     | £279 |
| A.J.S., 1954, 16MC, 250 c.c. O.H.V. Trials, with lights      | £285 |
| B.S.A., 1953, B31, 350 c.c. O.H.V., telex, spring frame      | £290 |
| AMBRADOR, 1956, Supreme, 225 c.c., 2-stroke v-arm sprg.      | £295 |
| R.W., 1951, 323, 250 c.c. O.H.V., shaft drive, springer      | £299 |
| JAWA, 1955, Senior 350 c.c. Twin, 2-stroke v-arm sprg.       | £299 |
| R. ENFIELD, 1955, Twin 500 c.c. O.H.V., v-arm, springer      | £305 |
| VELOCETTE, 1954, LE 200 c.c. O.H.V., watercool, twin         | £309 |
| B.S.A., 1955, Bantam Super 175 c.c., v-arm sprg. As new      | £319 |
| TRUMPH, 1957, T10, 199 c.c. O.H.V., v-arm, low mileage       | £329 |
| F. BARNETT, 1957, Cruiser, 250 c.c., 2-stroke v-arm sprg.    | £329 |
| ZUNDAPP, 1957, 9018, 200 c.c., 2-stroke pivot fork           | £335 |
| B.S.A., 1955, B31 350 c.c. O.H.V., v-arm, Choice of 2        | £330 |

#### HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit,  
balance payable over 12, 18 or 24 months.

|  |      |
|--|------|
| VELOCETTE, 1957, LE 200 c.c. S.V. watercool twin             | £130 |
| TRUMPH, 1958, 6T 650 c.c. O.H.V. Twin, v-arm, Avon Pairing   | £149 |
| A.J.S., 1954, Model 20 500 c.c. O.H.V. Twin, v-arm, sprg.    | £149 |
| A.J.S., 1955, 16MC, 250 c.c. O.H.V., v-arm, low mileage      | £149 |
| A.J.S., 1954, Gold Star, 250 c.c. O.H.V., alloy motor        | £159 |
| ARIEL, 1956, NH 350 c.c. O.H.V., v-arm springer, dualseat    | £165 |
| TRUMPH, 1956, 6T 650 c.c. O.H.V. Twin, Q.D. wheel, v-arm     | £169 |
| HATCHLESS, 1956, 629 500 c.c. O.H.V. Twin, v-arm, sprg.      | £179 |
| ARIEL, 1956, PH 650 c.c. O.H.V., v-arm, v-arm, sprg.         | £179 |
| ARIEL, 1956, Huntmaster, 650 c.c. O.H.V. Twin, v-arm, sprg.  | £179 |
| B.S.A., 1955, Gold Star, 350 c.c. O.H.V., v-arm, low mileage | £189 |
| VELOCETTE, 1953, Rapide 1,000 c.c. O.H.V. Twin, sprg.        | £189 |
| VELOCETTE, 1957, Viper 350 c.c. O.H.V., v-arm sprg.          | £195 |
| TRUMPH, 1957, 6T 650 c.c. O.H.V., v-arm, sprg.               | £199 |
| TRUMPH, 1956, 6T 650 c.c. O.H.V., v-arm, sprg.               | £199 |
| ARIEL, 1957, PH 650 c.c. O.H.V. Twin, v-arm, sprg.           | £209 |
| B.S.A., 1956, Gold Star, 500 c.c. O.H.V., v-arm, low mileage | £209 |
| TRUMPH, 1956, T10 650 c.c. O.H.V., v-arm, sprg.              | £219 |
| HATCHLESS, 1957, 611 600 c.c. O.H.V. Twin, sprg. 2,000 mile  | £219 |
| NORTON, 1957, 88 500 c.c. O.H.V. de luxe Dominator, Nios     | £229 |
| B.S.A., 1957, Road Rocket, 650 c.c. O.H.V., rev. counter     | £229 |
| TRUMPH, 1957, T10 650 c.c. O.H.V., dual column, Clon         | £229 |
| A.J.S., 1957, Model 20 600 c.c. O.H.V., low mileage twin     | £230 |

#### COMBINATIONS

|   |      |
|---|------|
| ARIEL, 1952, V8 600 c.c. S.V., sprg., dualseat, fitted child- | £140 |
| adult Watsonian Maxitake on VQ21 chassis                      |      |
| HATCHLESS, 1955, 631A, 250 c.c. O.H.V. v-arm sprg., seven-    | £170 |
| etc., fitted new Survey Rambler single-enter saloon           |      |
| ARIEL, 1954, Bq. 4, 1,000 c.c. O.H.V., spring frame, fitted   | £210 |
| Watsonian single-enter saloon on VQ21 chassis, brake          |      |
| TRUMPH, 1954, T10 650 c.c. O.H.V. Sports Twin, v-arm sprg.    | £219 |
| fitted Heth 8.501 with hood, screen in matching silver        |      |
| B.S.A., 1954, A10 650 c.c. O.H.V. Twin v-arm springer, fitted | £220 |
| Survey double-adult on Watsonian VQ21 chassis                 |      |
| R. ENFIELD, 1952, Meteor 750 c.c. O.H.V. Twin, v-arm, sprg.   | £220 |
| fitted Garmet Sports 888 v-arm sprg. to match                 |      |
| B.S.A., 1956, A10, 650 c.c. O.H.V., plunger springer, low     | £220 |
| mileage, Watsonian C's Maxitake on VQ21 chassis               |      |
| TRUMPH, 1957, T10 650 c.c. O.H.V. Sports Twin, dual col-      | £220 |
| ours, fitted matching Watsonian Maxitake. Low mileage         |      |
| NORTON, 1955, 88 500 c.c. O.H.V. Dominator de luxe, origi-    | £220 |
| 4 weeks old, fitted new 1958 Swallow Jet 80 to match          | £240 |

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[S1044/R]  
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spares.—263, Acton Vale, London, W.3. She. 6785  
[S1126/R]  
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spares, c.o.d.—364, High Rd., E.10. L. 3171  
[S1017/R]

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[0251/R]  
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[0450/R]

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230, Great Portland St., W.1. Bus. 4632-4; and 418,  
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Barking Rd., East Ham, G. 8098. [S1052/R]

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COMERFORDS—1951/1957 T.W.N. Contessa, as  
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[C1151]

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[C1071/R]

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[C1058/R]

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2574. [0040/R]

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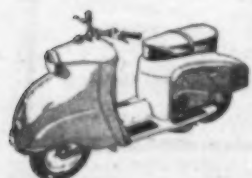
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[C1162/R]

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ROWLAND SMITH'S The Velocette buyers—Hamp-  
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[S1075/R]

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OLIVERS OF TOTTENHAM for Villiers spares and  
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[S1035/R]

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[S1044/R]

RALPH PRICE, of Woolwich, for Villiers spares and  
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[0172/R]

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GATHEHOUSE MOTORS, Ltd., Villiers spares stockists;  
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Highgate, N.6. Putney 1666. [S1053/R]

WHITBYS OF ACTON.—All Villiers spares and  
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[S1075/R]

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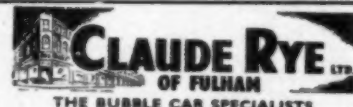
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MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084]

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1951 Vincent fitted 890; £170.

70—72, The Green, Southall. Southall 6229. [C1082]

DEEPROSE BROTHERS, Ltd., offer:—

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DEEPROSE BROTHERS, Ltd., 178-184, Brownhill Rd., Catford. S.E.6. Hlt. 8988. [C1012]

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ALSO good selection of sports s/cs with Vincent fittings.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-5. [C1021]

1953 Rapide, d/a Blacknell, 25,000; £250.—Fuller, 19, Oarth Rd., Kingston. [8027]

HUMPHREYS for Vincent sales, spares and service: selection of used Vincents usually in stock.

Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 5326. [C1058/R]

WHITBY'S.—1952 (Aug.) Vincent Rapide C 1,000cc with Blacknell Bullet s.c. superb condition; £219.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128]

115—Vincent 1951, 496cc ohv series C Comet combination, Watkinson Avon Sports, dual seat, very good condition; terms, exchanges.—Rowland Smith; below.

145—Vincent 1954, 496cc Comet, one careful owner, exceptional; terms, exchanges.—Rowland Smith; below.

295—Vincent, June 1955, 996cc ohv series D, Black Shadow combination, Buxmar Durham saloon on Tele-springer chassis with brake, carefully used, free tax and insurance; terms, exchanges, list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

VINCENTS. Vincents. Vincents.

WE want to buy Vincents! Bring them to:—

UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [C1058/R]

GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 5326. [W1058/R]

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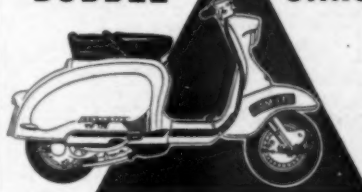
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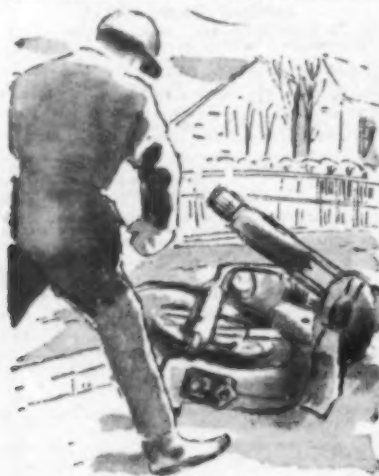
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ALL our machines are workshop overhauled.

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**GOODALLS.**—1958 Matchless G9, panniers, Avon tyre; £145.  
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**GOODALLS.**—1949 Ariel 600cc sv, sidecar gearing; £87/10.  
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[C1171]

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| 199 | ARIEL, 500 c.c. O.H.V. Md. RH, s/a/rm, s/a/rm, carrier, etc. .....                     | £100 10 |
| 200 | B.S.A., 500 c.c. B31, s/a/rm, immaculate .....   | £140 10 |
| 201 | ARIEL, 600 c.c. Huntmaster Twin, s/a/rm .....  | £140 10 |
| 202 | MATCHLESS, 350 c.c. O.H.V., B/A, fitted highspeed .....                                | £120 10 |
| 203 | B.S.A., 250 c.c. B31 O.H.V., s/a/rm. As new .....                                      | £140 10 |
| 204 | DOUGLAS, 250 c.c. Dragonfly Twin, s/a/rm .....   | £150 10 |

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|     |   |         |
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| 198 | ARIEL, 600 c.c. Huntmaster Twin, s/a/rm, screen, etc. Fitted Watkinson Acad sidecar .....                 | £810 10 |
| 199 | B.S.A., 600 c.c. Md. 100, s/a/rm, fitted Watkinson Maxtorke, D/A full door s/a/rm on V.G.31 chassis ..... | £190 10 |
| 200 | B.S.A., 600 c.c. Golden Flash Twin, s/a/rm, fitted Canterbury Venom D/A s/a/rm .....                      | £100 10 |
| 201 | PANTHER, 600 c.c. Md. 100, fitted Watkinson Warwick D/A s/a/rm .....                                      | £160 10 |
| 202 | B.S.A., 600 c.c. Golden Flash O.H.V., s/a/rm, fitted Watkinson Albion s/a/rm s/a/rm .....                 | £180 10 |
| 203 | NORTON, 600 c.c. 253 O.H.V., fitted Watkinson single-seat sports sidecar on V.G.31 .....                  | £100 10 |
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| 205 | MORRIS Minor 7-door saloon, heater .....            | £290 |
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at £14.10.0 or 34/6 deposit  
payments of 47/7, 34/6 & Cr. 20/-

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## BOND MINICAR WANTED

ROWLAND SMITH'S, the Bond Minicar buyers—  
Hempstead High St., London, N.W.3. Ham. 6041.  
[W114/R]

BOND Mini wanted: cash or exchanges.—Ron  
McKenzie, 961, Chester Rd., Manchester,  
ford 2100. [W1086]

CLAUDE RYE urgently require Bond Minicar: top  
prices paid: h.p. accounts settled.—899, Fulham  
Rd., S.W.6. Renown 6174. [W1105/R]

## COMMERCIAL LAMBRETTA

COMERFORDS.—£175!! 1957 Lambretta Commercial  
delivery truck, mileage under 100, fully guaran-  
teed.—Portsmouth Rd., Thames Ditton. [C1036]

## CORONET

BLUE STAR GARAGES, Ltd., sole distributors. For-  
tune Green Rd., N.W.6. Tel. Swiss Cottage 3460.  
[0035/R]

WATKINSON MOTORS for immediate delivery: ex-  
changes; free tuition plus all usual facilities.—  
Stockwell Rd., S.W.9. Bri. 2836. [C1174/R]

CORONET, choice of two, low mileage models, Ivory,  
£399/10; blue, £379/10; exchanges welcomed,  
usual terms.—Watkinson Motors, Stockwell Rd., S.W.9.  
Bri. 2836. [C1174]

DORSET specialists.—1958 Coronet, works mileage  
only, one week old: £40 below list; reverse optional;  
illness forces sale: terms, exchanges; demonstrations.—  
Badger Garages, Blandford, Dorset. Tel. 615. [C1168]

## GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93,  
95, Old Hrompton Rd., S.W.7, Kni. 7705-6-7-8.  
[0111/R]

CLAUDE RYE for your new Goggomobil, immediate  
delivery, exchanges welcomed: terms.—895-921,  
Fulham Rd., W.8.6. Renown 6174. [C1105/R]

CONAUGHT ENGINEERING, England's largest  
distributors, new and used Goggomobils always in  
stock.—Portsmouth Rd., Send, Surrey. Ripley 5122.  
[0511]

1958 Goggomobil, absolutely as brand new, mileage  
500: £419/10; terms, exchanges.—George  
Clarke, 278, Brixton Hill, S.W.2. Tulse Hill 3211.  
[C1019]

## HEINKEL

COMERFORDS.—£325!! 1957 Heinkel, grey, nice con-  
dition.

COMERFORDS for Heinkel, new and second-hand.—  
Portsmouth Rd., Thames Ditton. Emb. 5531.  
[C1006]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all de-  
pots, including Bushwood Corner, E.11. See dis-  
play advts. [C1052/R]

WHITBYS OF ACTON.—Immediate delivery new  
Heinkel Cabin Cruiser; exchanges, terms.—273,  
Acton Vale, London, W.3. She. 5555. [C1028/R]

SLOCUMBES, Ltd.—New and used models often avail-  
able; part exchanges cars or motor cycles: h.p.  
terms.—Wilkesden 4869; 5394. [C1103]

CLAUDE RYE, Ltd., for your new Heinkel, im-  
mediate delivery: terms, exchanges welcomed.—895-  
921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

1957 Heinkel Cabin Cruiser 3-wheeler, one owner,  
heater, spare wheel, immaculate; choice of  
2 from £510, or terms.—Whitby's, 273, The Vale,  
Acton, W.3. Shepherds Bush 5355. [C1128/1]

## HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278,  
Brixton Hill, S.W.2. Tul. 3211. [W1019]

CLAUDE RYE urgently require Heinkel: top prices  
paid: h.p. accounts settled.—899, Fulham Rd.,  
S.W.6. Renown 6174. [W1105/R]

## MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares—  
Cabin Scooters (Assemblies), Ltd., 80, George St.,  
London, W.1. Hunter 0609. [0022/R]

COMERFORDS.—£285!! 1957 Messerschmitt KR200,  
superb condition.

COMERFORDS for Messerschmitts, new and second-  
hand.—Portsmouth Rd., Thames Ditton. [C1006]

GODFREY'S, Ltd.—Appointed dealers all depots  
including Leytonstone, E.11. See display advert.  
[C1052/R]

KENBOURNE MOTORS, Bournemouth.—3-wheeler  
distributors models from stock; part-ex. welcome.  
—Winton 1802. [0542]

CLAUDE RYE, Ltd., for your new Messerschmitt:  
immediate delivery: terms, exchanges welcomed.—  
895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

TESTWOOD MOTORS, main distributors, German  
trained mechanics, £1,000 spares always in stock,  
best exchange prices, guarantee and service.—Salisbury  
Rd., Totton, Hants. Totton 3611. [0221/R]

## MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9.  
[B1098/R]

## MORGAN

1934 Morgan 3-wheeler, twin Matchless sv, w/c;  
£35.—112, London Rd., Dunstable, [6094]

## ACCESSORIES

FAIRINGS  
£5.19.6  
CASH OR TERMS



1/8th DEPOSIT  
SECURES DELIVERY

A full-size fairing in tough fibre  
glass with slatted screen. Fits  
over existing headlamp without  
dismantling. Also AVON FAIRINGS in stock at £8.0/11.

Carriage extra.

## PANNIER BAGS

NEW EX-W.D. 22/6 pair

With reinforced webbing on back and  
leather mountings. These are not con-  
verted packs but genuine pannier bags.  
Size 14 1/2 x 15 1/2 in. Also heavy quality  
black, glossy P.V.C. Waterproof Bags  
45/- pair.

Post &amp; Pkg. 3/6.

PANNIER  
FRAMES

Black Enamelled Flat Steel  
with Folding  
Panniers

11/6

SPECIAL OFFER  
as above Tailored for ARIEL,  
TRIUMPH, B.S.A., plunger or  
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makes in TUBULAR STEEL,  
47/6 pair. Top carrier to fit,  
2L, State colour and machine.  
Post & Pkg. 3/6.

SHEET  
CELLULOID

| Size       | 20    | 30    | 40    |
|------------|-------|-------|-------|
| Thos.      | Thos. | Thos. | Thos. |
| 18 x 24in. | 5/6   | 8/-   | 11/-  |
| 27 x 34in. | 8/-   | 11/3  | 16/-  |
| 36 x 34in. | 11/-  | 16/-  | 22/-  |
| 34 x 24in. | 16/-  | 22/6  | 32/-  |

Special transparent pliable con-  
cave windshield avon material,  
27 x 34in., 12/-; 54 x 34in., 24/-.  
Post & Pkg. 1/10.



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FROM 8/6

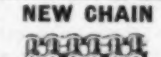
Size 1 1/2in.-2in. Siting  
Black Enamelled ..... 8/6  
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replacement silencers for Ariel,  
B.S.A., Triumph, A.M.C., Nor-  
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We stock a full range of Burgess  
replacement silencers for Ariel,  
B.S.A., etc. Ask for details.  
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## SADDLE TOPS



Large size 10/6 each.  
Pillbox Seat Top 8/6 each.  
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## NEW CHAIN



SAVE MONEY BY FITTING  
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ANTEED CHAIN AT ALMOST  
HALF NORMAL PRICE.  
1 x 3/16 5/6 per foot.  
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1/8th Deposit secures delivery.



TEAMSTAR ..... £30/11  
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7/6 DEPOSIT & 6 MONTHLY  
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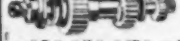
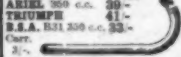
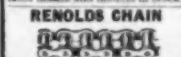
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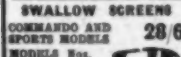
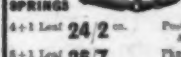
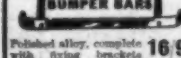
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## NEW SPARES

B.S.A. VILLIERS TRIUMPH  
AMAL BURMAN ARIELBURMAN GEARBOX  
SPARESof "B", "H", "CP" and  
"BA" Boxes. Over 30,000  
parts in stock.EXHAUST PIPES  
MOTOR 100 29-10  
ARIEL 350 c.c. 39-  
TRIUMPH 41-  
B.S.A. H31 350 c.c. 33-  
Carr.Upstreet and downstreet. Quotation  
for your model "By  
Return" post.CARBURETTORS  
of AMAL from  
46/6No. 74 75-  
No. 75 75-  
No. 76 80-  
No. 80 90-  
AMAL CAR-  
BURETTOR  
valves  
complete  
2/6 Post & Pkg. 2/6VALVES  
B.S.A. A10  
Post & Pkg. 1/-  
Most makes and models in stock.REYNOLDS CHAIN  
Based on the exact size for  
your machine.  
State make and model when  
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SIDE CAR SPARES

HUGE STOCKS OF NEW SPARES FOR WATSONIAN, SWALLOW,  
GARARD, CANTERBURY, B.S.A., SUNBEAM, STREAMLINE,  
BLACKBELL, BUSHMAN, RAVEN, LESLIE.SWALLOW SCREENS  
COMMANDO AND  
SPORTS MODELS 28/6  
MODELS Nos.  
101 and 102 as  
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Carr. & Pkg. 3/-. 56/4ELLIP-  
TICAL  
SPRINGS  
4+1 Leaf 24/2 c. Post & Pkg. 2/1.  
4+1 Leaf 26/7 c.REAR  
BUMPER BARS  
16/9  
24/97/6 DEPOSIT & 6 MONTHLY  
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## MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—P. H.  
Douglas, Morgan Specialist, 1a, South Ealing  
Rd., Ealing, W.5. Bal. 0570. [0445/H]

## RELIANT REGAL

GLANFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mk. III. Immediate  
delivery of coupe and hard top saloon, in choice  
of colours; h.p. terms available; your motor cycle, 3-  
wheeler or car accepted in part exchange; immediate  
insurance cover.—407-419, High Rd., N.12. Tel. Finch-  
ley 0091-5. [C1044]DAWSONS offer Reliant Regal coupe, 1955, genuine  
mileage 4,000, positively as new; £319; deposit  
one-third.RELIANT 1956 (Aug.) hard-top, 10,000 miles only,  
immaculate; £359; deposit one-third.MOTOR cycle exchange; balance 24 months.—  
Shakespeare St., Nottingham. Tel. 41181. [C1029]GEORGE CLARKE for your 1956 Reliant; instant  
h.p. exchanges.—275-9, High St., Acton, W.5.  
Acorn 6545. [C1018]GODFREYS, Ltd., for Reliant Regal 3-wheelers at  
all depots, including Bushwood Corner, Leyton-  
stone, E.11. See display advertisements. [C1052/R]CLAUDE RYE, Ltd., for your new Reliant; immediate  
delivery; exchangeable.—895-921, Fulham  
Rd., S.W.6. Renewal 6174. [C1405/R]SLOCOMBES, Ltd.—New and used models often avail-  
able; part exchanges cars or motor cycles; h.p.  
terms.—Willemston 4660/3954. [C1103]DORSET distributors for Regal; immediate delivery  
hard top model; reverse optional; terms, exchanges;  
demonstrations Dorset area.—Badger Garages, Bland-  
ford, Dorset. Tel. 615. [C1168]325cns.—Reliant Regal, 1956, 4-cylinder coupe, red,  
new careful owner, year's tax; terms, ex-  
changes; list; open 9-7 week-days and Saturdays.—  
Rowland Smith, Hampstead (Tube), N.W.3. Ham.  
6041. [C1114]GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole  
distributors in London for the New Reliant Regal  
Mark III—the car on 3 wheels. See it in its up-to-date  
form—Streamlined, roomier, more comfortable, better  
performance, synchromesh gear box (reverse optional).  
Choice of colours; immediate hire purchase, part ex-  
changes welcomed. Reliant sales service, spare  
Write, phone or call for illustrated catalogue. See  
the Reliant at your home if required.GLANFIELD LAWRENCE (HIGHBURY), Ltd.,  
Reliant House, 28-32, Highbury Corner, N.5. Nor.  
2791. (Showrooms open 9-6 p.m. daily, Monday to  
Saturday.) [C1181/B]

## COMMERCIAL RELIANT

79cns.—Reliant, November 1949, 750cc 4-cylinder  
scout van; terms, exchanges, list; open 9-7 week-  
days and Saturdays.—Rowland Smith, Hampstead  
(Tube), N.W.3. Ham. 6041. [C1114]

## RELIANT REGAL WANTED

GEORGE CLARKE pay most.—278, Brixton Hill,  
S.W.2. Tel. HUI 5211. [W1019]ROWLAND SMITH's, the Reliant Regal buyers.—  
Hampstead High St., London, N.W.3. Ham. 6041.  
[W1114/R]GLANFIELD LAWRENCE OF FINCHLEY urgently  
require Reliant Regals for cash or part exchange;  
existing h.p. accounts settled.—407-419, High Rd., N.12.  
Tel. Fin. 0091-5. [W1044]GLANFIELD LAWRENCE (HIGHBURY), Ltd.,  
Reliant distributors, offer top prices for Reliant  
cars and Scout vans; part exchanges or cash; our buyer  
will call if necessary.RELIANT House, 28/32, Highbury Corner, N.5.  
TEL: North 3791/4. [W1101/R]

## RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers;  
we hold the largest stock of Reliant spares and  
accessories in the country; immediate over-the-counter  
service or twenty-four hours by c.o.d.; full servicing  
facilities, stores open 9 a.m. to 9 p.m. Monday  
to Saturday.—Glanfield Lawrence (Highbury), Ltd.,  
Reliant House, 28-32, Highbury Corner, London, N.5.  
Tel. Nor. 2791. [S1191/R]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH's, the 3-wheeler buyers.—Hamp-  
stead High St. (Hampstead Tube), London, N.W.3.  
Open 9-7 week-days and Saturdays. Ham. 6041.  
[W1114/R]

## EXCHANGE AND WANTED

CONWAY MOTORS urgently require late motor  
cycles.—321, Goldhawk Rd., W.12. Tel. New.  
(Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/N]PUTNEY AUTOS purchase good post-war machines;  
immediate cash payment; h.p. accounts settled.—  
253 Putney Bridge Rd., S.W.15. Tel. Putney 1196.  
[W1188/R]PINKS are keen buyers of all modern machines;  
really good prices paid for all models in really  
good condition; h.p. accounts settled; call or tel. with-  
out delay.PINKS OF HARROW pay the best prices for the best  
machines.—Station Rd., Harrow. Tel. 6004-5.  
[W1009]

## CLOTHING

## NEW P &amp; C "MANX" SUIT

Finest "lightweight" stormproof motor-  
cycle suit. Black P.V.C., welded seams,  
lacket belted and lined, covered zip front,  
breast pocket, wrist fastening and elastic  
waist trouser. Slip-through pockets.  
Sizes 34 to 44in.CASH PRICE £4.5.0  
or 10/7 dep. 6 mthly. p'ments of 14/-  
With detachable quilted lining £5.15.0  
Post & Pkg. 3/.

## P &amp; C "CLUBMAN" SUIT

100% stormproof. The original black  
heavy P.V.C. Thornide self-lined suit.  
Welded seams, two large pockets, clip  
ankle and cuff fastening. LADIES' OR  
GENTS' JKT. 78/-; TRL. 48/-; LINING  
31/-; Sizes 34 to 44in. Size 48, 15/- ex.CASH PRICE £5.19.6  
or 14/10 dep. 6 mthly. p'ments of 19/6.  
With detachable quilted lining £7.10.0  
or 18/9 dep. 6 mthly. p'ments of 24/8.  
Post & Pkg. 3/6.

## P &amp; C "TROPHY" COAT

100% stormproof. The only Black Double  
Texture Twill coat of this type. Taped  
seams, detachable lining, three pockets.  
Tummy pad. Leg straps and D.R. style  
skirt. Sizes 36 to 44in.CASH PRICE £7.19.6  
or 19/10 dep. 6 mthly. p'ments of 26/3  
Post & Pkg. 3/11.

## P &amp; C "SUPERSENIOR" SUIT

100% Waterproof. Tough, supple grained  
Black Thornide P.V.C. Quilted-type lining  
throughout including trousers. Large  
storm collar. Sizes 34 to 44in.CASH PRICE £8.19.6  
Or 22/4 dep. 6 mthly. p'ments of 29/8  
Jackets £5/7/6. Trousers £3/17/6.  
Post & Pkg. 3/11.

## KANSAS JACKET

Black leather grained P.V.C. Large nylon fur  
collar, full zip front & belt, 2 pockets, tartan  
lining. £5.19.6 or 14/10 dep. & 6 monthly  
payments of 19/6.Also finest quality leather, real beaver collar.  
Heavy wool tartan lining. £12.15.0  
or 21/10 dep. & 6 monthly  
payments of 14/10. Post & Pkg. 2/6.TEXAN JACKET  
★ Leather  
grained Bk  
P.V.C. with  
white piping  
or all black.  
★ Hip length.  
★ Lancer style  
—zip front.  
★ 4 zip pockets.  
★ Zipper cuffs.  
★ Adjustable  
side straps.ITALIAN  
GUARDIAN  
HELMET  
B.S.I. tested  
Italian helmet.  
Quilted neck  
curtain. High  
glow finish.  
Black, White and  
Black/Gliver.  
Post & Pkg. 1/10.  
All other types in stock.★ Heavy quality Tartan lining.  
Ham 34 to 44in.  
Post & Pkg. 5/6.  
Or 12/4 deposit and 6 monthly  
payments of 16/5. Similar in  
FIRST LEAF. Zip front.  
ER. Tartan lining & pockets.  
£3.15.0  
P. & C. ALASKA JACKET  
Waterproof blue or  
fawn subordinate.  
Quilted lining.  
Nylon fur col-  
lar. Zip front.  
ER. Tartan lining & pockets.  
£3.15.0  
P. & C. ALASKA JACKET  
3/4 deposit and  
6 monthly pay-  
ments of 12/4.  
With Luxurians  
Nylon. Zip  
Ham 34 to 44in.  
Post & Pkg. 2/6.P & C AQUAPATS  
Strong P.V.C.  
impregnated ma-  
teriel. Frum-stud  
fastening. 10/6  
Only  
Ham 34 to 44in. Pair  
Post & Pkg. 1/-.SEND FOR FREE NEW ILLUSTRATED CATALOGUE  
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PRIDE &amp; CLARKE LTD

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## EXCHANGE AND WANTED

**CLANFIELD LAWRENCE OF FINCHLEY** require late sales and combinations of all popular makes for cash or part exchange; existing hire purchase accounts settled.—497/419, High Rd., Finchley, N.12. Tel. 701 0091-5. [W1044]

**CLAUDE RYE, Ltd.**, good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—695-921, Fulham Road, S.W.6. Renown 6174. [W1105/R]

**WHITBY'S** urgently want 350 good, clean, post-war solos, combinations and scooters, immediate spot cash paid; h.p. accounts settled; if yours is a peach we want it, so send full details or come along now and get the highest price without any fuss.—Whitby of Acton, Ltd., 273, Acton Vale, London, W.3. She. 5355. [W1126/R]

**G. K. RAE**—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad".

**G. K. RAE, 3, Ordat West Rd., Chiswick, W.4.** Tel. Chiswick 2431. (Beginning at Great West Rd.). [W1107/R]

## AUTOCYCLES, CYCLEMOTORS, ETC.

## BOBBY LEOPARD

**BRAND** new Leopard mopeds, fitted with the famous 350cc engine complete with electric lighting, horn, tools and pump; offered at the amazing price of £37 (£30 under list price) or terms £19 down, 12 monthly payments of £3.15/10.

**MAYDAY MOTORS Ltd.**, Mayday Rd., Thornton Heath, Surrey, Tel. Thornton Heath 3473; also at L. F. Ward, Ltd., Gravel Hill, Addington, Surrey [W754]

## BOWN

**RENNO'S**—Immediate delivery latest 1958 Bown Moped, 72c.c. complete.—217, Hornsey Rd., London, N.7. Arc. 5358. [C1104]

## EXCELSIOR

**98cc** 1956 Excelsior, taxed, insured: £45.—8, Francis, 33a, St. Peter's Sq., W.6. Riv. 7205. [C670]

## HEINKEL PERLE

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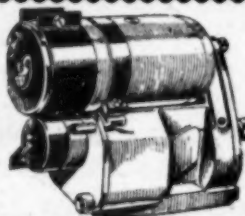
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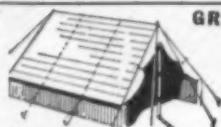
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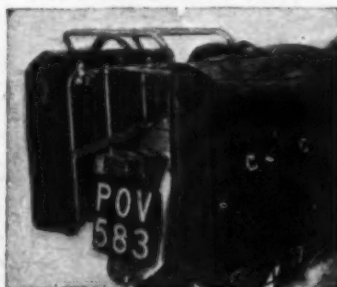
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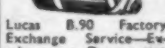
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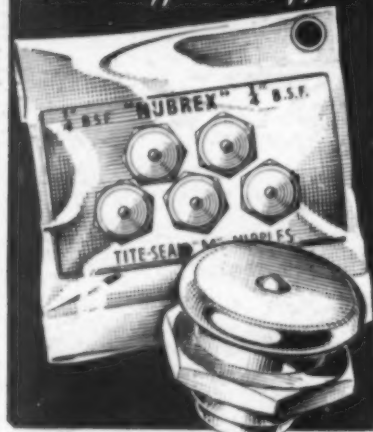
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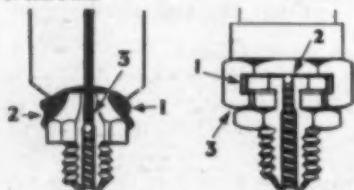
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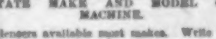
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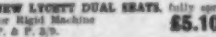
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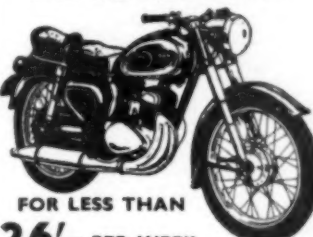
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| JAMES '56/7, 95 Comet, low mileage, taxed                    | £80 10     |
| JAMES '56, 150, swinging arm, leg shields, panniers          | £70 10     |
| JAMES '55, 197, swinging arm, dual seat, screen              | £80 10     |
| JAMES '55, 225, alarm, dual seat, taxed                      | £80 10     |
| JAMES '56, 197, swinging arm, dual seat. Attractive          | £100 10    |
| MATCHLESS '51, 200 Twin, alarm, dual seat. Bargain           | £100 10    |
| MATCHLESS '55, 350, dual seat, screen, alarm, etc.           | £110 10    |
| MATCHLESS '55, 350, alarm, dual seat. Attractive             | £120 10    |
| MATCHLESS '54, 500 Twin, dual seat, swinging arm             | £140 10    |
| MATCHLESS '56, 350, Avon Pairing. Ex. cond.                  | £160 10    |
| MATCHLESS '56, 500, Gp. crash bars. Really attractive        | £180 10    |
| NORWAS '54, 95 c.c., 2 speeds, 2 speeds, taxed               | £30 10     |
| NORWAS '52, 197, teles., dual seat, taxed                    | £45 10     |
| NORTON '47, 500 O.H.V., teles., dual seat                    | £80 10     |
| NORTON '49, 500 B22, spring frame, screen, Super cond.       | £70 10     |
| NORTON '54/5, 500 Model 56 Featherbed Twin, taxed            | £140 10    |
| NORTON '56/7, 500 Model 56, 1 owner. Real nice               | £180 10    |
| P. & M. '54, 250, alarm, dual seat, taxed Dec.               | £100 10    |
| P. & M. '56, 250, swinging arm, dual seat. As new            | £120 10    |
| PUR '55, 197, swinging arm, dual seat, 1/2 litre, taxed      | £80 10     |
| SUNBEAM '56, 250, dual seat, alarm, dual seat, s/frame       | £110 10    |
| SUNBEAM '53, 300 87 de Luxe. Super condition                 | £120 10    |
| SUNBEAM '54, 500, 56, pearl grey, carrier                    | £130 10    |
| TRIUMPH '55, 500 Twin, alarm, dual seat, penne               | £110 10    |
| TRIUMPH '54, 150 Terrier, spring frame, dual seat, etc.      | £70 10     |
| TRIUMPH '56, 200 Cub, spring frame, dual seat. Attract.      | £80 10     |
| TRIUMPH '51, 520 Tbird, spring hub, dual seat                | £80 10     |
| TRIUMPH '52, 500 Speed Twin, wheel, dual seat                | £110 10    |
| TRIUMPH '51, 500 Tiger 100, s/frame, dual seat               | £120 10    |
| TRIUMPH '57, 500 Cub, alarm, Avon Pairing. Super             | £120 10    |
| TRIUMPH '56, 500 Twin, alarm, crash bars, penne              | £120 10    |
| TRIUMPH '56, 650 Model 110. Nice condition                   | £150 10    |

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| VELOCETTE '50, 1.5 Twin. Exceptional condition       | £40 10     |
| VELOCETTE '52, 1.5 200 Twin, swinging arm, dual seat | £60 10     |
| VELOCETTE '53, 1.5 200 Twin, screen, dual seat, etc. | £75 10     |
| VELOCETTE '54, 300 MAC, alarm, dual seat, taxed      | £110 10    |
| SUNDAPP '58, 200 c.c., teles., alarm, dual seat      | £110 10    |
| SUNDAPP '57, 200 Pivot Front Forks. As new           | £110 10    |

## COMBINATIONS

|  |         |
|--|---------|
| ARIEL '50, 200 O.H.V., teles., pillion, etc. Swallow Sports Tourer sidecar. Nice outfit                  | £70 10  |
| ARIEL '50, 200 Twin, teles., dual seat, etc. Watsonian 2 seater saloon sidecar. Taxed                    | £110 10 |
| ARIEL '51, 1,000 Sq. 4, teles., spring frame, dual seat, 2 seater saloon sidecar. Attractive outfit      | £140 10 |
| ARIEL '56/7, 500 Twin, Avon Pairing. New Canterbury Avenger 2 adult sidecar                              | £100 10 |
| B.S.A. '48, 350 S.V., teles., pillion, etc. Swallow coupe sidecar, velvet chassis                        | £85 10  |
| B.S.A. '53, 250 O.H.V., spring frame, 4 speeds, Blackwell 3 seater sidecar. Absolute bargain             | £80 10  |
| B.S.A. '51, 600 S.V. M21, dual seat, Swallow 2 seater saloon sidecar. Real value                         | £115 10 |
| ENFIELD '50, 500 O.H.V., teles., pillion, attractive saloon sidecar. Absolute bargain                    | £70 10  |
| ENFIELD '54, 700 Motor Twin, swinging arm, dual seat. Large Watsonian 2 seater saloon sidecar, taxed     | £170 10 |
| WATCHLESS '47, 500 O.H.V., teles., pillion, etc. Watsonian Avon Sports Coupe sidecar                     | £75 10  |
| WATCHLESS '55, 500 O.H.V., swinging arm, dual seat. Watsonian 2 adult saloon, Super condition            | £100 10 |
| NORTON '48, 500 O.H.V., spring frame, dual seat, attractive Sports Tourer sidecar                        | £70 10  |
| P. & M. '55, 600 O.H.V., swinging arm, dual seat. Watsonian saloon sidecar, taxed December. Real bargain | £160 10 |
| TRIUMPH '51, 200 Speed Twin, teles., pillion, 180 Swallow Comet 2 seater saloon body                     | £100 10 |

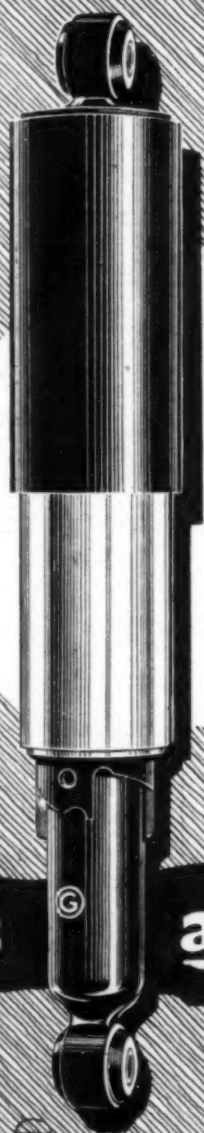
## SCOOTERS, MOPEDS, 3 WHEELERS AND CARS

|   |         |
|---|---------|
| BELLA '58, 150, screen, carrier, panniers, taxed  | £100 10 |
| BELLA '57, 150, self starter, screen. As new  | £120 10 |
| BELLA '56, 200, dual seat, self starter. Attractive   | £120 10 |
| BELLA '57, 200, self starter, carrier, tank   | £160 10 |
| BINETTA '57, 50 c.c. 2 speeds, spring frame, speed  | £40 10  |
| BIRE '57, 50 c.c. scooter, screen, maroon finish  | £80 10  |
| B.S.A. '57, Dandy 1 owner, low mileage  | £85 10  |
| DAYTON '57, 225 Abacus. Really nice condition   | £100 10 |
| DAYTON '57, 250 Twin, 700 miles. Perfect  | £100 10 |
| DAYTON '57, 175, screen, pillion, carrier   | £100 10 |
| HEINKEL '57, 175, screen, spare wheel, 4,000 miles  | £100 10 |
| KIEFF '56, 200, self starter, spare wheel, 2,000 miles  | £140 10 |
| LAMBRETTA '54, 125, pillion, carrier. Nice condition  | £80 10  |
| LAMBRETTA '56, 150 Model D, screen, pillion, carrier  | £80 10  |
| LAMBRETTA '55, 150, spare wheel, carrier, screen, tax.  | £80 10  |
| LAMBRETTA '56, 150, pillion, carrier, s/wheel, screen   | £115 10 |
| LAMBRETTA '55, 150, self starter, pillion, etc.   | £120 10 |
| LAMBRETTA '57, 150, self starter, pillion, carrier  | £120 10 |
| LAMBRETTA '57/8, 150 Wk. 111, 620 extra   | £140 10 |
| LEOPARD '57, 50 c.c. Bubby 6, 2 seater, speed, taxed  | £60 10  |
| MAIDOLETTA '57, 250, screen, carrier, taxed December  | £100 10 |
| MERCURY '56/7, 45 c.c. Merette, 4 stroke. Ex. cond.   | £60 10  |
| MERCURY '56/7, 80 c.c. Bonus Scooter, pillion, etc.   | £60 10  |
| N.U. '55, 80 Quickly, taxed Dec. Attractive   | £40 10  |
| N.U. '57, 150 Prima, screen, spare wheel, bag, etc.   | £100 10 |
| PIATTI '57, 125, spare wheel, screen, carrier   | £80 10  |
| PIATTI '57, 125 screen, carrier, s/wheel, only 1,000 miles  | £80 10  |
| PROGRESS '57, 175, screen, dual seat. Ex. cond.   | £100 10 |
| TRIEROT '57, 125, screen, spare wheel and carrier   | £100 10 |
| T.W.E. '57, 125 Twin, dual seat, only 110 miles   | £140 10 |
| T.W.E. '57, 280 Customs, screen. Superb condition   | £100 10 |
| VESA '55, 125, pillion, carrier, taxed  | £80 10  |
| VESA '56, 125, pillion, carrier, screen   | £80 10  |
| VESA '56, 125, dual seat, spare wheel, etc.   | £100 10 |
| VESA '56, 150 Gran Sport, screen, s/wheel. Ex. cond.  | £100 10 |
| VESTER '57, 50 c.c. Moped, alarm, dual seat   | £80 10  |
| WABO '57, 95 c.c. Villiers, screen, pillion, taxed  | £80 10  |
| WABO '57, 150 pillion, screen, taxed December   | £80 10  |
| ZUNDAPP '57, 50 c.c. Combinate, 2 speed, spring frame   | £80 10  |
| LAMBRETTA '56/8, 150, 160, 180, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000 | £100 10 |
| A.C. PETITE '54, 200 c.c. s/wheel, on roof, bumpers   | £100 10 |
| HEINKEL '57, 175 saloon, heater, spare wheel, etc.  | £80 10  |
| NESSCHENWITZ '58, 175, 2 seater, s/wheel, taxed   | £100 10 |
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